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C. H. BRIGHAM, Editor.

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# FIRST EDITION.

## EUROPE.

### BY THE ATLANTIC CABLE.

**The French Assembly Elections—Parisian Monuments to be Rebuilt—Tone of the French Press Toward the Germans Complained of—Napoleon Going to Geneva—Eugenie to Visit Her Mother in Spain—The Extortionate Cable Tariffs—Movements on Foot to Remedy the Evil—A Double Murder—The New American Loan Successfully Negotiated, &c., &c.**

**The French Assembly Elections.**

PARIS, July 6.—The details of the army vote are coming in. The garrison of Lille gave 700, and only 10 for those of the Legitimists. The city of Calais gave 3,118 Republican against 800 Monarchial votes. In various other places which have been heard from the Republicans are in the ascendant.

General Besson, commandant of the troops at Bordeaux, suggested to the troops before the election that, as a Republic only could save the country, they had better vote for Republican candidates. The people of Bordeaux have sent a petition to Chesnelong asking to disavow the course pursued by Besson. The last returns from the Department of the Seine elect Moreau to the Assembly, in place of Bonaparte, which increases the Republican delegation.

**Napoleon Going to Geneva—Eugenie to Visit Spain—A Double Murder.**

LONDON, July 6.—It is said that Napoleon will soon leave England for Geneva, and Eugenie will simultaneously pay a visit to her mother in Spain.

The Prince Imperial, Frederick William of Germany, is expected in London to-night.

An obscure man named DeLoland was murdered by Venne, Mayor of the town of Sachite, the curate, made the thing out to assist the body of the murdered man, was also assassinated. Intense excitement prevails. Later announcements say DeLoland committed suicide.

**Monuments to be Rebilt—Supplementary Elections—German Visit of Ceremony to President Thiers—Tone of the French Press Complained Of, &c.**

PARIS, July 6.—A loan is to be raised by the municipality of Paris for the purpose of rebuilding the monuments destroyed during the siege.

Jules Ducatel, who became a traitor from the Communists to the Versaillists, has been accorded the Cross of the Legion of Honor.

General MacMahon has been reinstated in command of Versailles. Duke de Nemours and M. Shandler, formerly President of the Corps Legislatif, are in Paris.

An election will be held on Sunday next to fill vacancies in the Assembly where a Democrat has been chosen by different constituencies. Prince de Joinville having declared for the Republic, will undoubtedly be elected in the Department of Lamanche.

General Von Mantenffel and staff have paid a visit of ceremony to Thiers. The General afterwards dined with the President. Count Von Arnim, German Charge D'Affairs, and General Prince Waldemar, of Prussia, are visiting Paris. Although Bismarck has informed the Foreign Office that Field Marshal Count Moltke has given orders to the German garrisons to evacuate the forts, no official announcement upon offenders whom the French law can reach.

Count Waldersee has complained to the foreign office of the bitter language used against Germany and the Germans by the French journals. The *Journal Officiel*, in making this statement, advises other journals to exercise the utmost forbearance in allusions to the German people.

**Marine News.**

LONDON, July 6.—The steamer Gambia has been totally wrecked in Algoa bay. No details have been received.

**People Seeking a Remedy Against Extortionate Cable Tariffs—The New American Loan Successfully Negotiated.**

LONDON, July 6.—The Prince of Wales will attend the Waverly celebration in aid of the erection of a monument to Sir Walter Scott.

Assistant Secretary of the United States Treasury Richardson, who is in London, reports complete success in his negotiations for the sale of the new American five per cent. bonds.

The *Bourgeoise Messenger*, a journal devoted to the interest of deep sea telegraphing, says the Atlantic Cable Companies have adopted an irritating course, which occasions great dissatisfaction and universal protest in this country. The Government is anxious to increase the facilities of communication. This fact the cable companies should take a lesson. The press, however, will protect itself, and press and people alike, and we must say rightly, are in opposition. The Liverpool Chamber of Commerce has already set the ball going, and the movement is spreading. The cable company pays but ten per cent. to their stockholders, with a growing business. Germany is looking out for a way to relieve the galled public is in the right temper to encourage.

**The Markets.**

LONDON, July 6, 5 P. M.—Consols 92¾ for money, and 93 for account. U. S. 5-20's of '62, 91¾; do of '65, 91¾; do of '67, 90¾; 10-40s, 89¾.

LIVERPOOL, July 6.—Cotton, 9¾@9¾.

PARIS, July 6.—Rentes 55 francs 80 centimes.

LIVERPOOL, July 6.—Cotton strong; middling uplands 9d.

California wheat 11s 8d; spring 10s 4d@10s 6d.

Cheese 56s.

## CRIME.

BIRMINGHAM, CONN., July 6.—Public sentiment here is setting in strongly against Mrs. Sherman, the alleged poisoner of three husbands and two children. A coroner's inquest has been held, and other facts received, but she positively declined, through the advice of her counsel, to refer to the case in any manner, as the examination before Justice Platt was set for to-day. She is about forty years of age, a brunette, converses fluently and is remarkable self-possessional in her intercourse with visitors. If guilty she is a strange being. The train yesterday brought the mother-in-law of Sherman, a daughter of Mrs. Sherman by a son by previous marriage of Mrs. Sherman's first husband, and Edward M. Stroebe, formerly a policeman in the thirty-second district.

ST. LOUIS, July 6.—The dead body of John O'Brien was found yesterday near Kelgthley's farm, on the Missouri, Kansas and Texas Railroad. An examination showed that he had been murdered, fourteen wounds having been found on his body. O'Brien, who left Sedalia, Missouri, with O'Brien, on last Friday, have been arrested on suspicion of having committed the deed. All the parties had been drinking freely when last seen.

Harry Blow, a nephew of Henry T. Blow, late United States Minister to Mexico, murdered Hon. Granbley, Newton county, Mo., last Tuesday. It appears a number of young men having a grudge against Blow, visited the latter's residence, and fired and assailed it with stones. Blow seized a double-barrel shot-gun, and while opening the door of his house was shot in the temple and killed. The murderer is still at large.

CHICAGO, July 6.—At Elyria, Illinois, yesterday, two men named W. Herron and Jackson Davis, who were engaged in a law suit in regard to some land, met each Herron's farm. Words passed, and Davis, when the latter drew a revolver and shot Herron, the ball entering the left breast. Three shots in all were fired, but only one took effect. Herron is seriously hurt, but it is thought not fatally.

CINCINNATI, July 6.—Michael Hoeck, a saloon keeper at Frankfort, Ross county, Ohio, became involved in a quarrel with Melvin Latta, son of Dr. Wm. Latta, and struck him on the head, fracturing his skull. Latta is not expected to live.

George W. Gray, at New Richmond, Clermont county, Ohio, being drunk on the Fourth, insulted some ladies publicly. A man named Joseph Houck interfered. A quarrel arose, and Houck shot Gray, killing him.

Chicago, July 6.—At Granville, near Grand Rapids, Mich., early yesterday morning, a well known and wealthy farmer, named Joseph Ward, living near Oliver Cook, was shot and mortally wounded by a fellow named Harvey Ward, who had just returned from a two years' term in the State prison. Mr. Cook had just left the ball room of the Granville Hotel, where he had been attending a dance, for the purpose of going home, when he reached the street he met Ward, who, after a few words, drew his revolver and discharged its contents into the body of the man Charge D'Affairs, and General Prince Waldemar, of Prussia, are visiting Paris. Although Bismarck has informed the Foreign Office that Field Marshal Count Moltke has given orders to the German garrisons to evacuate the forts, no official announcement upon offenders whom the French law can reach.

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# The Pittsburgh Commercial.

VOL. VIII. PITTSBURGH, FRIDAY MORNING, JULY 7, 1871. NO. 246.

## Address by Horace Greeley at Akron, Ohio, July 4.

### Upon the Occasion of the Dedication of the Universalist College.

**Human Conceptions of God as They Affect the Moral Education of Our Race.**

To the piercing gaze of the astronomer, the universe is revealed as an innumerable multitude of orbs or globes circling through a practical infinity of space. These globes being opaque and of such consistency that one is necessarily excluded from points occupied by any other, he distinguishes their substance from the surrounding void as matter, without meaning to affirm the absolute non-existence of matter in any portion of space. Unable to conceive either that the heavens are veritably boundless, or what can exist outside of them if they have definite limits, he confesses that his apprehension is finite, and that there are doubtless far more worlds without than within the range of his most powerful telescope. Unable to see how the universe can have had a beginning, he is equally unable to conceive of it as having existed from all eternity. That it certainly has not always existed substantially as it now is, the little he can gather of its history abundantly demonstrates. Though our solar system may be comparatively modern, and though our planet is doubtless younger than the sun around which it revolves, science demonstrates not only its vast antiquity, but the fact that it has undergone signal mutations, and was long uninhabited and incapable of supporting animal life. By many concurrent and irrefragable testimonies, we are well assured that the firm earth whereon we tread was long a wandering crowd of heated vapor—possibly resembling in substance if not in form a modern comet; that this formless mass, whirling through space, but kept within an orbit not unlike its present, by the sun's attraction, gradually cooled, and contracted, hardening into rock at its surface, until it had slowly assumed nearly the shape it still wears. Still heated by internal fires which have since receded farther from its surface, it generated clouds of vapor, which ascending to a colder region skyward, were there congealed into rain, which profusely, persistently fell, washing and scouring the surface of the rocks, and triturating them against each other until their faces were ground into dust, which now forms the mineral portion of the soil. Heat and sunlight freely imparted from the sun, blending with moisture and earth, at length produced vegetation; this was followed in time by simpler and then by more complex forms of animal life, until at length man appeared, "the roof and crown of things" material and seliuric, the being infinite in faculty, the master and lord of this visible world.

Such, as I read them, are the rude outlines of the mode in which all whereof we have knowledge came to pass; and the question at once arises: What and wherefore is this? Whether it be the result of plan or of blind, inert, unconscious, soulless matter which has sown all the fields of immensity with germs of shape itself into living organisms, ascending step by step from lower to higher, until it became at length man, the Shakespeare, the Newton, the Howard, the Napoleon?

There are those who talk sonorously, stridently of "the law" of development or progress—as though they had found in a word a key which unlocks all the mysteries of nature. But I am not to be cowed by a word; I demand its meaning, and then seek to determine how far that meaning bridges the gulf which in the world we live in is everywhere traversed by apprehension, law is the dictate of an intelligent will; it is the command of a mind superior to the author of all things to make each material body to attract every other in a ratio proportioned to their relative weight and with an increasingly corresponding to their distance from each other, I readily comprehend; that such attraction should inhere in and be imparted from matter to matter as an unerring impulse, an inevitable property, I can not conceive. To me magnetism, electricity, &c., are properties of matter which in themselves afford proof of creative purpose and overruling design, in short, whatever demonstrates the presence of law in nature attests the existence of a mind that ordained it, and the public generally for the latest news.

C. J. F.

## SPONTANEOUS COMBUSTION.

**The True Cause of Many Mysterious Fires—Interesting Experiments.**

In March last a well known Detroit chemist, assisted by two curiously trained and science-loving gentlemen, resolved to test the worth of speculations about spontaneous combustion, and their experiments are well worth the attention of every reader. They first took a piece of cotton cloth which had once formed a part of a garment, and had been used until quite threadbare, and smeared it with boiled linseed oil. An old chest was place in the loft of a store room back of the city, and a piece of zinc under it, another piece over it, and then the chest was filled with paper and rags, and the particular piece of cloth placed in the center. Although the room was not a tight one, and the weather cold, in eight days's there was such a smell of fire about the place that it became necessary to open the windows within it, that the contents were emptied out. An examination showed that the fibre of the oiled cloth had untwisted and shriveled up, and that the rag looked as if it had been boiled in a pot for a hot blaze. In April, when the rags of the sun were appearing, a painter of painter's overalls, literally covered with paint and oil, were rolled up, a handful of pine shavings placed inside, and those were crowded in next to the roof boards of the loft. The experiment was not a weak old one, although done on warm afternoon, a smell of smoke was noticed in the room below, and he found the overalls burning, and no tender-like was the cloth that it had to be crowded with a pail of water to prevent a conflagration. During the hot weather, last month, a handful of old cotton rags, in which two matches were placed, but which had not been lighted, and which, in the matches, were shut up in a tin box, and hung up in the loft, a hot day's sun setting in upon them set fire to them directly on the box for several hours. Toward the close of the fourth day the chemist took down the box to see how the experiment was progressing, and found the contents to consist of nothing but a pair of black cinders, which drew all over the room as the lid was lifted. Having a valuable chest in his old woodhouse at home, the chemist took the trunk up there, in which to put the cinders, and left it in a building. He filled the trunk with the contents of the paper rag bag, and then smeared one with benzine and the other with oil. In a few hours after sight, everything cleared away from its vicinity, and he commenced watching. On the first day of the meeting, the family in the house saw no sign nothing. "Alike to me are fame and shame," says the Brahma of Emerson; not so the Lord God of Israel.

Let me not fall into the very error I would condemn, but remember that all definition is, in a measure, limitation. To say of the writings that "we have no difficulty in coming near to God unless we attempt to define Him," is to say that we know nothing of the mode of His existence, and can know nothing unless it shall please Him to reveal it. Our aim is not to define, but to reject definitions which virtually deny to the universe a practical, intelligent direction and control of His universe and moral government. All the particulars having been made prisoners were marched towards Versailles. On the way they were met by Vinoy, a Bonapartist general, one of the men who shot down the Paris workmen in December, 1851, when Napoleon made himself master of France. Vinoy hated the colonist and ordered what officers of the Commune had been taken. Duval and two officers were brought before him. He told them to expect no mercy, called out a firing party, ordered it and his victims to step into the ditch, and, as the two officers fell dead, Duval and three comrades lay dead. Duval has left a wife and two young children.

## POLITICAL.

ST. LOUIS, July 6.—General Shepard, Chairman of the Republican Executive Committee of this State, will publish a card to-morrow in reply to a paragraph in the Washington *Chronicle* of July 3d, in which he flatly denies ever having taken an active part against General Smith, Postmaster of this city, or against Supervisor McDonald, or having asked President Grant to effect their removal by removal either. He further states that his recent visit to Washington was in no way connected with St. Louis officials.

**The Life and Death of a Paris Iron Moulder.**

It will be remembered that just before the war between France and Germany began a strike broke out among the iron moulders of Paris. As funds were needed a deputation was sent to England to obtain assistance from the Iron-moulders' Society and the Amalgamated Society of Engineers. One of the members of that deputation was Duval, who afterwards became one of the leaders of the Commune of Paris, and who was executed without trial by General Vinoy at the beginning of last month. Like most intelligent Paris workmen Duval had studied social and political questions, and had adopted republican and socialist views. He was an active and energetic man, well instructed, and thoroughly honest and courageous. He was the soul of the strike of the iron moulders, and was ready to fight to the death for the emancipation of the working classes. Over his fellow-workmen he possessed great influence; his disinterestedness and real love for his class gained him deserved confidence and admiration—as they showed by choosing him as their envoy to their English fellow-workmen. During the strike Duval's unselfishness and devotion were shown by his refusing to receive any of the pay allotted to the men on strike, although he was very poor. He was tried in Paris with the other members of the Paris Committee of the International, and remained in prison until the fall of Napoleon and the declaration of the Republic. After his release he took a prominent part in public affairs, especially since the revolution of the 18th March, which made the workmen masters of Paris. He was placed at the head of one of the divisions of the National Guard, and was made a general by the Central Committee; soon afterwards he was appointed a member of the Commune. In both offices he did his duty with cool courage and prompt energy. When the reactionists of Versailles marched against Paris Duval was one of the first to lead his troops against them. He advanced past Mont Valerien, which opened fire and thus cut him off from Paris, and he and his troops having been made prisoners were marched towards Versailles. On the way they were met by Vinoy, a Bonapartist general, one of the men who shot down the Paris workmen in December, 1851, when Napoleon made himself master of France. Vinoy hated the colonist and ordered what officers of the Commune had been taken. Duval and two officers were brought before him. He told them to expect no mercy, called out a firing party, ordered it and his victims to step into the ditch, and, as the two officers fell dead, Duval and three comrades lay dead. Duval has left a wife and two young children.

## FROM STEUBENVILLE, O.

**The City As It Is—New Church and New Court House—Strike Among Mechanics—Journalistic—An Editor Assaulted—A Youth Has His Arm Torn Off While Playing in a Mill—The "Commercial."**

Special Correspondence to the Pittsburgh Commercial.

STEUBENVILLE, OHIO, July 5, 1871.

As your valuable paper has a large and increasing circulation in this city and in Eastern Ohio, permit me, as an old Pittsburgher, to write you a short letter. After an absence of some thirteen years I returned to this place, and was astonished to find the town almost doubled in population as well as in number of dwellings. It is beauti ully laid out, substantially on the plan of Philadelphia, and is situate on the Ohio river, forty-two miles from the City of "Smoke," and can be reached from your city by two first class railroads—the Cleveland and Pittsburgh and the Pittsburgh, Cincinnati and St. Louis—in about two hours' ride. Steubenville contains about 15,000 of a population, of industrious, intelligent and worthy citizens. Amongst them is a fair proportion of shrewd, active business men. A large rolling mill, under the supervision of Mr. Doty, to whom the company owes much for its prosperity. Of course, there are any number of churches of all denominations, and two of them as grand as any buildings outside of Philadelphia. I refer to the First and Second Presbyterian; the latter finished and paid for, and the former rapidly going up. The congregations deserve great credit for their good taste as well as energy.

The citizens of Jefferson county, of which Steubenville is the county seat, are now erecting a large and handsome Court-house, at a cost of $225,000. The material will be entirely cut stone, brought from Cleveland, very fine when dressed, and I am told by judges of the work that when completed it will be the best hall of justice in the State outside of Cincinnati. Some fifty stone cutters have been employed for several weeks finishing up the stone, preparatory to laying in the wall. On Saturday last, after receiving their month's pay, they "struck for $4 00 per day and pay every two weeks, in place of $3 00 and pay every month. They have not yet returned to work, and whether the contractors will accede to their demands, I am unable to say at present.

There are two newspapers in this city—one daily, the *Herald*, and one weekly, the Steubenville *Herald*. The *Herald* is Republican, the *Gazette* Democratic. The Republican is conducted by William Allison, who is sole proprietor. He has conducted it for the last twenty-five years; he is a vigorous and able writer; has always been a consistent Republican, and by his able and judicious management has now one of the best printing offices, and will do the largest job business in Ohio as any man in it. He has never held any public office—never asked one; he was a candidate in this Seventeenth District for nomination for Congress in 1870, and made a respectable run, although pushed only by his friends, he making no individual effort whatever. I learn that he will not be a year be a candidate, when he will make a fight before the Union Republican Convention.

A ruffian named Stewart was arrested to-day for assaulting W. R. Allison, Jr., the local editor of the *Herald* with a stone on Sunday night. He will now be dealt with him as he deserves.

The *Gazette* claims to be the organ of Col. George W. Mc Cook, Democratic candidate for Governor, but if he has no stronger aid than the *Gazette*, I pity his case.

The Fourth passed of here pretty quietly, if you do not include drunken rows as is common in all places with a population of 15,000 and upward.

An ex fident of a serious character occurred here yesterday. A lad of about eighteen or twenty years, named Calvin May, son of a worthy citizen, of North Third street, lost his arm. It appears he went into the rolling mill factory, then run by Wallace Moit; ninth, George F. Chase; eleventh, Francis W. Mansfield; thirteenth, James Torrance; Fifteenth, Lafe Walker; seventeenth, Capt. C. Baker; seventeenth, Daniel H. Brush; eighteenth, Alexander Gilbert; twenty-first, Wilson R. Hoag; twenty-second, John McA. Webster; twenty-third, Edward Bowers; twenty-fourth, Thomas W. Koe; twenty-fifth, Julius A. Pardee.

Cavalry Regiments—First Regiment, Thomas T. Knox; Third, Edgar Stilwell; Fourth, Andrew H. Russell, Walter S. Wyatt and Frederick Sewalka; Fourth, Lieut. R. Bowman; Fifth, Wm. Sooy Smith; Sixth, White and Greda D. Grant; Fifth, Richard S. Stewart, Jr.; Seventh, Lieut. Col. Charles Anderson, Vinton A. Goddard, Charles C. Morrison, Henry D. Kingsbury; Seventh, Andrew H. Nave; Eighth, Jas. H. Hickey; Ninth, Thomas A. Manford; Tenth, Charles R. Ward.

## STORMS.

**Severe Storm in Iowa and Nebraska—Much Damage Done—An Entire Train of Cars Blown from the Track and Many Persons Injured—Terrible Wind and Rain Storms at Moundsville, W. Va.**

SIOUX CITY, Iowa, July 6.—A terrible rain and wind storm visited Western Iowa and Eastern Nebraska yesterday. The rain fell in torrents in this city, but the main force of the wind struck further down the valley, prostrating the telegraph lines, and rendering communication impossible. Fifty miles north, on Sec. 9, on the Nebraska division of the Sioux City and Pacific Railroad when about two miles north of Scribner, Nebraska, was struck by the storm, and the entire train, excepting the engine, baggage and mail cars, was blown off the track and way car, was blown from the track. There were about twenty passengers in the coach, all of whom more or less injured, some mortally. Conductor McLeod had his shoulder broken. Mail messenger Whitman was injured internally, and it is thought cannot recover. The engine was blown a distance of 200 feet from the track. A small stationary house at Hart was blown down, and several buildings unroofed.

WHEELING, W. Va., July 6.—A terrible storm of wind, rain and thunder and vivid lightning, accompanied by hail stones, visited Eastern Ohio and portions of this State on the afternoon of the 4th inst. Reports received this morning from all parts of the country show that the storm was unprecedented in its severity. Many buildings were blown down, and great quantities of grain destroyed.

## NEWS SUMMARY

### BY TELEGRAPH.

Another break took place at the St. Anthony tunnel on Tuesday, which promised at one time to be serious. By herculean efforts, however, a dam was built, cutting off all water from St. Anthony channel, in which the men and boats are working, and for the present, the danger is at least averted. The mills in St. Anthony are compelled to stop running for the want of water.

At Salem, Marion county, Ill., on Friday evening last, Miss P. M. Wilkeson, a highly reputable young lady, accidently shot herself with a revolver, inflicting a mortal wound. The following are the circumstances: Mr. Bohanan, of St. Louis, a young gentleman to whom Miss W. was engaged to be married, arrived at her house. At her request he opened his trunk to show his wedding suit. He passed over the top of the trunk the revolver, and finally drew out a revolver, which she also wished to examine. While doing so it was accidently discharged, the ball entering the right side of the head ranging downward penetrated the stomach. She lingered about two hours after the accident occurred. Her affianced husband has been rendered partially insane by the sad occurrence, and is continually muttering the fearful thought that he will inflict personal injury upon himself.

On Wednesday evening, at Lone Tree, Nebraska, a house with four persons inside, was struck by lightning, and the inmates all killed. On the Fremont and Blair Railroad a train of cars was lifted from the track by the wind and landed twenty feet from the rails. A son, aged two years, of John M. Cleary, of West Point, was instantly killed, and fifteen others were more or less injured, the mail agent probably fatally.

Horace P. Robinson, son of a Philadelphia banker, was seriously wounded yesterday morning, by a pistol shot in the hands of Frank Fitch. The two were sleeping together at the residence of the latter, Fartol having a pistol by his side. It is supposed that, dreaming of burglars, he arose and fired the shot in his sleep. At the ante-mortem examination Robinson exonerated his friend from any murderous design.

A fatal case of sunstroke occurred in New Orleans on Wednesday.

Senator Pinchback, colored, has instituted suit in the Eighth District Court at New Orleans, for $25,000, against the Louisiana Radical for refusing to reinstate him passage in a sleeping car on account of color.

Judge Pope, of the Warren Common Pleas, yesterday granted a motion for a change of venue to Montgomery county in the case of Thomas McGahan, recently tried at Lebanon for the murder of Thos. Myers, at Hamilton.

Martin Devine, a moulder, jumped into the river from a Cincinnati ferryboat yesterday, and was drowned. He was supposed in a fit of insane delirium attack of *delirium tremens*. James Henry Stauffer, a plasterer, was also drowned in the Ohio river. Strong drink is supposed to have been the cause.

## LIMA, O.

**A Block of Five Dwellings Destroyed—Loss $2,000.**

**Special Dispatch to the Commercial.**

LIMA, O., July 6, 1871.

A fire occurred here to-day at ten o'clock, totally destroying a block containing five rooms, situated near the depot, on Accommodation street. The building was built for business purposes, but had all kinds lock well, with the exception of where, in some localities, they show the effect of the destructive appetites of the insects. But, with all these drawbacks, the prospects are that there will again be plenty in the land where another harvest will be gathered in, for the rains have prevailed over a large extent of country, have done a "world of good" and their cash value to the farmers is past calculation. If we—that is, our producers—were not so far from market, and consequently at the mercy of the railroads, as it is the fact that we have increase rapidly. As it is the lion's share goes into the hands of transportation men, and warehousemen and other parties who do not produce the products and the buyers. But even with all these drawbacks the wealth of the agricultural west is increasing year by year, to which condition of things a succession of good crops has contributed. Two poor years like 1854 and 1859, when, from the failure of the foundation of our business would be gone, and all classes would suffer as a matter of course. God bless us, after all, has to supply the means to keep the machinery of society in motion.

The Toledo, Ohio, *Blade*, of the 4th says: Better weather for curing grass and making hay there never was than the farmers of this section have enjoyed during the past week. The weather has been cool enough to allow field work to be done with the highest degree of comfort, and a good breeze has been steadily playing to fan the heated brow of the laborer, and cure the fallen grass into perfect hay. The time of the year for cutting and curing hay is not so great as it was, and the farmers are beginning to express confidence that there will be an abundant crop secured, notwithstanding previous fears. On the whole, our opening harvest is one of hope, rather than of fear or distrust. There is no doubt the joy of the harvest home will be as great as in the years of plenty in the past.

**THE HARVEST IN MINNESOTA.**

[From the Winona Republican, July 1.]

It is consoling to learn, as we do from correspondents and our exchanges, that the recent rains have very much improved the appearance of all kinds of grain in this region. Spring wheat, which looked, but the straw, which was generally quite short previous to the rains spoken of, is rapidly growing up and the heads are filling out finely. Barley is also before the crop reaches its maturity. As regards quality of the wheat, we hear generally mentioning—the prospect being almost universally regarded as favorable in this particular. This, however, will be determined largely by the weather during the season of harvesting and the care exercised by the farmers in securing their crops. Winter wheat continues to look well. It is fast ripening, and during the ensuing week much if not all of this crop in the southeastern counties of the State will be cut. Barley is also ripening, and will within a few days be ready to harvest. The yield of this grain will largely exceed that of any previous year in the history of Minnesota. Corn is now growing luxuriantly, and all other crops appear to be in a healthy and flourishing condition.

## THE GENUINE NATIVE AMERICANS.

**A Pittsburgher Among the Indians—Early Impressions of the "Noble Savage"—Sitting-Bull—Indian Personnel—Red Cloud, Red Dog, Man Afraid-of-His-Horses, and Other Notables—Indian Mourning Customs—Wedding in High Life—Romantic Story of a Dusky-Hued Maiden—The "Dead Tree"—Red Cloud's Daughter—An Indian "Girl of the Period"—Smoking the Pipe of Peace—The Sun Dance—The Buffalo Dance—Plan of the Indian Peace Commissioners—The Average Indian Not so Bad as He is Pictured.**

Special Correspondence of the Pittsburgh Commercial.

CHEYENNE, WYOMING TERRITORY, June 26, 1871.

Since my boyhood days, when I reveled in the wonders of Cooper's novels and delighted in the thrilling oratorical display of "Poor Logan, the white man's friend," I have felt an interest in and an admiration for the Indian. A visit to Minnesota after the great Sioux massacre rather changed my views in regard to them, and since then I have veered back and forward, alternating for denouncing, as the circumstances seem to call for.

The appointment by the President of the Board of Indian Commissioners, and the changes inaugurated by them, has awakened such a general interest in the subject that I venture to address you from the Indian country.

As to their *personnel*, the Indian differs according to the habits of the tribe to which he belongs. The wilder and more uncivilized his life the finer his physique, and the farther removed from civilization in his wild state the fewer his vices. While some tribes are, from one point of view, naturally degraded, others possess virtues almost akin to Christianity. The Sioux nation, from which we have just come, numbers some 4,000 to 5,000 warriors and 20,000 to 25,000 people. They are scattered over the Northwest, mostly north of the Platte river and east of the Big Horn Mountains. They have not had an acknowledged chief of the nation for many years, there having been one having been killed by the whites. Each tribe has its own chief, of whom there are five, and each band has its head; yet in times of danger they rally around Red Cloud, the chief of the Ogallala Sioux, and in peace his word is almost law. Red Cloud is a man of ability, has the reputation among both whites and Indians of being very devotional, and as a statesman and warrior is the best Indian I think I have had a greater. He is well posted in the past history of his people and his race, and naturally dis rusts the promises of the public man. He is a well made man, with a sad, thoughtful face when in repose, but lights up with a pleasant sunny smile. His name was given him by the Great Father or Red Hand—from his sanguinary battles with whites and Indians. He was the last of the Sioux chiefs to sign the treaty of peace with the white man, and when done it meant peace; and to-day his influence is the vast importance for the Government. Man-afraid-of-his-horses is an influential chief, and one who is much looked up to. His name came from the fact of his having a large herd of horses, at one time in saving them, he left his family in danger. He is a firm friend of the whites, and has always given any reasonable request of theirs prompt attention. There is a vein of humor in him that we enjoyed.

Red Dog, chief of the Ogallalas next in rank, is a splendidly developed man, with a broad deep chest, and massive head, finely cut features, and as pleasant, when not on the war path, as a child. He is not, yet in war he is a wily, implacable foe, and more dodges and ruses are practiced by him than any other chief. When we first met him, he was in deep Indian mourning, having buried his oldest daughter only the day before. On the occasion of a death Indian gives away everything of value that he possesses, and his attire is generally reduced to a minimum of clothing. The young girl of sixteen died of measles, which is quite fatal among them. Their treatment is to sit around the patient and sing, and when dead and then take them to the coldest water they can find and rouse them in. I don't know whether that is good or bad treatment for measles, but the Indian carries on many delicate children; but the Indians do not, as a general thing, die young, and about all is another one looking fellow. I met him on the morning of his wedding day. It is true it was his second wife, but Red Cloud had given him one of such things. He came in to the agent for some provisions for his lodge, and, as simple as a child, he got the gift of some bright beads. Antwine Janesse, our interpreter, told me of a wedding that occurred the night before, in which the bride was married to Major Trect, an Indian agent. Man-afraid-of-his-horses was present at the wedding. All of the tribe were ripped up and sewed together, and a pavilion made covering several acres. Upon this was erected the tents of the chiefs and braves. The ceremony was long and in the Indian style, and after the ceremony a feast was brought in and divided between the contracting parties; next about was served, each eating alternately from a dish through the ceremony, ending with a grand dance.

Brave Bear, one of the old chiefs, and he counsels Red Cloud more freely than perhaps any other chief, his opinions being looked upon as entitled to the highest respect. Spotted Tail is a superior man, who has always ranked high among his people. The grave of his daughter, an Indian girl of eighteen summers, is beside the tombs of Fort Laramie. Tiers is a romantic tale. In company with the commissioners was a young officer of the 9th Infantry. The graces of a young and handsome lieutenant won her guileless heart, and in her unsophisticated way she let him know it. At the close of the visit of the party to Fort Laramie, the young officer was ordered away to another portion of the country. Quietly she went, but from the time she lost sight of the train she was missed. A courier was sent in haste message to the chief to hasten to the death bed of his daughter. The chief, with a few braves, started, she exacted a promise from him, that he would never again go to war with the whites. The body was brought in, and given with the usual Indian show of respect a Christian burial. The old chief was kept in the agency for some months by the war, and in council often spoke of his daughter and his promise given on her death bed.

Medicine Arrow, the high priest, in former times, were left the bodies of the dead, swung in a hammock; but one body was on the ground. The natives now usually bury in the ordinary way, but a watch is kept up of kiling the horse of a brave on his grave, that he may start on the journey to the happy hunting grounds; and for thirty days food and water are left for the spirit to use on the way.

I have thus far written at quite often. She is quite a good-looking girl of sixteen summers, red cheeks—paint, it is true, and given with a free hand—and a form covered with white buffalo teeth sewed in squares about six inches apart, making quite a handsome dress. Her father, a chief, was sitting on the ground smiling themselves, "as only a chief's daughter can do.

There was a party of chiefs with whom repeatedly we smoked the "pipe of peace" and exchanged the suggestive greeting of "how." About the latter part of June the season of the sun dance was celebrated, just over the river. It is a religious ceremony, lasting two or three days in the month of June. Anytime during the year that a young brave is on a dangerous war path, he has vowed to the sun that if successful he will engage in the sun dance. The place being selected, all the tribe is gathered in a circle, in the center of which a pole is attached a dozen or twenty raw-hide thongs. A brave comes forward; two slits are cut in each breast, the skin and muscle raised, and the thong is passed through and firmly tied. The music begins, and the brave dances and jumps about, the thongs meanwhile swinging from his breast, the weight on his quivering, bleeding flesh, until it

# The Daily Commercial.

FRIDAY, JULY 7, 1871.


## REPUBLICAN STATE TICKET.

FOR AUDITOR GENERAL,
Col. DAVID STANTON, of Beaver county.

FOR SURVEYOR GENERAL,
Col. ROBERT B. BEATH, of Schuylkill.

### COUNTY TICKET.

STATE SENATE.
JAMES L. GRAHAM, Allegheny.
MILES S. HUMPHREYS, South Pittsburgh.

ASSEMBLY.
DAVID N. WHITE, Sewickley.
MATTHEW EDWARDS, Pittsburgh.
JAMES TAYLOR, Pittsburgh.
JOHN GILFILLAN, Upper St. Clair.
ALEXANDER MILLAR, McKeesport.
J. W. BALLENTINE, Temperanceville.
HYDE K. SAMPLE, Shaler.

DISTRICT ATTORNEY.
THOMAS M. BAYNE, Bellevue.

ASSISTANT DISTRICT ATTORNEY.
J. B. FLACK, Pittsburgh.

COMMISSIONERS.
JOSEPH DILWORTH, Pittsburgh.
JAMES McGUNNEGLE, Chartiers.

TREASURER.
SAMUEL KILGORE, Pittsburgh.

CONTROLLER.
HENRY WARNER, Allegheny.

AUDITOR.
ROBERT CLUGSTON, Patton.

POOR DIRECTOR.
JAMES G. MURRAY, Upper St. Clair.

MR. CAMERON'S position relative to the Vice Presidency is set forth in an article from the Harrisburg *Telegraph* herewith printed. He is not and will not be a candidate, and regards with chagrin the injudicious efforts of his friends to make him one.

THE farmers of Western Pennsylvania have had very favorable weather for cutting and housing their grain. Most of the wheat has been secured in good condition, and what remains in the fields will doubtless be garnered within the next few days. The crop is every way satisfactory to the farmer, and its abundance assures cheap flour to the consumer for another twelvemonth at least.

THE Knights Templar of Allegheny Commandery, who recently left Pittsburgh on a grand excursion through Europe to the Holy Land, are now in England, enjoying the hospitalities of its most distinguished personages. Elsewhere will be found an interesting description of their reception by the Earl of SHREWSBURY, at his country seat, on the Fourth.

THE members of the Civil Commission appear to have gone about their work methodically, and with a view to practical results. They have procured a number of documents from England, relative to the civil service of that country, for the purpose of aiding them in the prosecution of their labors. It is said that, after a personal inspection of the system of examinations and appointments in operation in the Treasury Department, the Commissioners expressed surprise and satisfaction at the thoroughness with which the law of 1853 had been enforced. It is expected that their report, while taking impartial cognizance of existing abuses and needed reforms, will show the departments to be in considerably better condition than has generally been supposed.

AND now comes another slaughter of railroad passengers, this time by the sinking down of a trestle bridge over the Harpeth river, Tenn., to augment the constantly accumulating evidence that nowhere in the world is railroad travel so delightful and safe as in the United States, and that our railroad managers and superintendents are the best, most conscientious and careful in the world. Fifteen passengers killed outright, with twenty-three others more or less seriously injured, in consequence of an unsafe bridge. It is a crime against the whole country, wholly inexcusable, and meriting the severest punishment which can be dealt out; for that "economy" which perfers to run the risk of sacrificing the lives of passengers rather than to incur the expense of keeping its roads in repair, is simply and soley murder—neither more nor less.

THE New Orleans *Picayune* is a Democratic journal in good standing and of decidedly conservative tendencies. Its opinions therefore deserve unlimited respect from its confreres of the Northern States. Alluding to the Democratic bugbear of centralization and imperialism, it expresses its disgust that any man in his senses should for a single instant even pretend to entertain such absurd ideas; while with respect to the monstrous charge that the President will refuse to yield his position without a resort to arms, it denounces it as a gross falsehood, and declares its conviction that such a thought has never presented itself to his mind. Furthermore, it says that the belief that he could, under any condition of public affairs, so corrupt and control the army of the United States as to wield it as an instrument in securing supreme power, is an outrageous libel and slander upon the character of American officers and soldiers. Will those Northern journals whose lachrymose drivel on this subject has hitherto made them so ridiculous, hereafter try to remember these things? The *Picayune* says it is "a little weary" of this childish fretfulness of "timid and despondent minds." Will they please take heed?

AMONG other results of the war is said to be a remarkable increase of cotton manufacturing in the South. The factory at Augusta has paid a profit of twenty per cent. from the start, and a new one of a thousand looms is projected. The President of the Augusta Company claims that cotton can be manufactured ten per cent. cheaper in that city than in New England. There is, indeed, no reason why the Southern States may not become vast workshops of manufacturing industry. It is not only an agricultural region, but its manufacturing advantages and resources have long been acknowledged. To bring the planter and manufacturer into such close connection that their common needs can be supplied by interchange of their respective commodities at the lowest possible cost, is a bit of practical wisdom which should commend itself to the most obtuse understanding. And if the products of the cotton-field can be woven into fabrics within sight of the plantation where they grew, clearly that is better and more economical than sending them to Rhode Island or Massachusetts for the same purpose. It will take some time for the South to build manufactories enough to supply her growing needs, but the sooner she learns the lesson that the factory adds value to the farm by affording a home market, and that nothing prevents the introduction of Northern capital and skilled mechanical enterprise, except that general want of confidence which arises from her foolish political and social prejudices, the more speedily she will place herself on the high road to prosperity.

AMERICANS are naturally gratified to hear of a Republican triumph in France. It is, however, well to accept the victory, such as it is, with coolness, as to assume the result of the late elections as involving the permanent establishment of a republic in France would be rather premature. A more satisfactory indication of the real political sentiments of the French people will be afforded by the departmental elections, which will take place on the 16th instant. They will embrace the entire surface of the country, while the elections just held were partial, and ascertained the views of only a few electoral colleges. Of the delegates chosen on Sunday eighty-six were described as THIERSITES by the cable yesterday. THIERS, in fact, just now seems to hold the destinies of France in his hand, by the admirable skill with which he has maintained the truce between the different parties. True to his pledges he will do what he can to uphold the existing republic until the real wishes of the country can be ascertained, and the late elections strengthen his conservative position. In his long speech on the 8th of June, THIERS said: "I will not betray the future, I will not betray the present: whenever I shall see peril for one or the other, I will separate myself from those who would put them in jeopardy. As for myself I am convinced that to precipitate the solution of our affairs would be to throw France into civil war, a civil war immediate terrible." The words were received with the cry "true, it is true." Then THIERS went on: "To-day we have obtained the truce of the parties. Well, then, what is my duty? It is by justice to bring it about among you that this truce shall endure as long as possible. * * * I say to you frankly, I am convinced that the rupture of this truce will bring upon the country the most frightful evils, and I will do all in my power that the truce may endure and be prolonged." From their responses and exclamations it appeared that the Assembly agreed with the chief of the Executive Power. While in one aspect the condition of things is hopeful, in another it is full of danger which may at any moment result in civil war.

THE latest cable reports from France show that the recent elections have resulted in a large accession of strength to the Republic. Of the one hundred and twenty deputies elected, the proportion of Moderates to Radicals is as seventy-five to twenty-five per cent. The unexpected strength developed by the Moderates is said to discourage the partisans of monarchy on the one hand, and the extreme Republicans on the other, while it is feared by some that the Assembly will hereafter be more divided than ever, and that it will be difficult to obtain a compact working majority, or determine which party holds the balance of power. We regret to see that certain French journals still nourish the bitter purpose of revenge against Germany. What France needs is that her new leaders shall rise superior not alone to all mere partisan feeling, but also to all rancorous hostility towards their late victors. The wonderful rapidity with which subscriptions to the new loan have poured in from all classes of the people, shows that France has yet within herself the elements of a great nation, if she will follow the counsels of those whose record offers trustworthy guarantees to the cause of the public peace. Not least among the remarkable features of the election is the fact that of the twenty-one candidates of the Paris Press Union, fifteen were successful. The organization was formed several weeks ago, and included some of the ablest and sincerest newspapers of that city, among them the *Journal Des Debats, Constitutionnel, Liberte, Moniteur, Universel, Univers, Union, Figaro, Gaulois, Journal de Paris*, and others of almost every stripe of politics, the plan being to avoid taking candidates simply for their partisanship, but to select those whose character and antecedents gave promise of moderate and pacific action. These deputies will be among the most valuable additions to the somewhat heterogeneous and discordant Assembly.

THE lugubrious protest of His Holiness the Pope against the removal of the Italian capital from Florence to Rome contrasts singularly with the enthusiastic reception given to the King by the municipality and population of that city upon the occasion of his formal visit on the 4th inst., reported in our yesterday's dispatches. The spontaneous and hearty nature of this welcome would seem to indicate that, notwithstanding the declarations of His Holiness to the contrary the people of the Eternal City are warmly attached to his dynasty, and thoroughly approve the transfer of the capital. In spite, therefore, of the gloomy vaticinations of the Holy Father, the prospect appears to be anything but alarming. While he bewails the disregard of what he calls sacred things, and sees nothing but anarchy and despair, the truth is simply that his people are coming of age, and decline for the future to be shut up in an ecclesiastical nursery. It is the old story of the hen who, having hatched a brood, and taken them out to walk, was dismayed upon coming to a pond to behold her progeny making for the water. The little brood launched from the shore and swam away. Vainly did old mother hen cackle and cluck, her children would not return, for she had hatched ducks, and they had found their element. It is useless to bemoan the sunrise, it is painful to witness the efforts of Mrs. Partington to mop up the Atlantic ocean. Men will think, even about the Pope's infallibility, and act, even to the rescue of States in mortmain. Notwithstanding the selfish antagonisms of parties and nations, the laws of nature and society were never so vigorously explored, nor studied with so generous an aim. The errors of the old feudal and medieval theories of government, the fallacies of the old political and social philosophy, are being rapidly exposed to the condemnation of reason and experience. The scope and significance of the great law of liberty, which is the fundamental condition of progressive civilization—intellectual and moral independence, absolute freedom of thought and expression—are becoming constantly plainer; the essential necessity of education begins to be generally acknowledged, while the best methods are earnestly and intelligently sought; the general welfare of mankind is at a higher point of development than it ever before, and the most advanced thought everywhere seems to foretell a speedy perception of the truth that the various peoples of the earth are really a fraternity, and not a series of hostile camps. Where, therefore, the Pope finds nothing but unbridled license and dreadful depravity of opinion, men with truer vision may discern the dawn of a better, because broader and more generous era of human powers and activities. In this instance, at least, the King is representative of the people, while the Father stands almost alone.

### FRENCH COOKERY IN THE SIEGE OF PARIS.

American, English and possibly German philanthropists and economists, always on the lookout for whatever may promote human progress or "minister to the relief of man's estate," indulged pleasing hopes of valuable results from the stimulus applied to French culinary genius by the siege of Paris. Whatever may be the limitations of the Gallic intellect, though the production of a really great epic poem may be quite beyond the reach of French genius, no candid foreigner of taste doubts the transcendant talents for cookery with which the French are endowed. In regard to this matter, even their enemies admit the truth, and do not hesitate to declare it, as was proved, a few weeks ago, when one of the most distinguished German princes sternly rebuked if he did not dismiss his old majordomo for having, on the occasion of a ceremonial dinner at the palace, presumed to employ the vernacular instead of the French language in the preparation of the bill of fare. Thus, as of old, conquered Greece still holds captive its fierce conqueror in the fetters of art—the art of cooking. These remarks are, however, slightly digressive from our purpose, which was to direct attention to the realization of those agreeable hopes of advantage to the world from the necessities of the siege of Paris. Such hopes were altogether reasonable. A people who, in the midst of abundance, had proved themselves capable of achieving the most amazing and gratifying results from the simplest and most commonplace means; skillful—

"What choice to choose for delicacy best,
What order so contrived as not to mix
Tastes, not well joined, inelegant, but bring
Taste after taste upheld with kindliest change."

What might not such a people be expected to accomplish under the pressure of circumstances which called into exercise all the resources of their genius? We cannot mistake in taking for granted that our readers wish to know whether expectations so generally entertained have been realized or disappointed, and therefore hasten to inform them that a French lady has already published a book entitled "The Besieged Cook," or rigorously translated "cookee," for the French noun is feminine. Of course in this volume the outside world is made acquainted with many of those culinary mysteries by which the hardships of the siege, so far as eating was concerned, were relieved or mitigated. The book describes the art of living in a besieged city, as the art finally came to be understood by the people who best know how to make a little food go far and how to render things not usually eaten both edible and agreeable to the palate by ingenious disguises. This is not the place, if we possessed the needful qualifications, to report the elaborate recipes of a more refined culinary details of the work. Many, perhaps most of these, will never be turned to account except under circumstances similar to those in which they were invented. Some of the statements contained in the volume are, however, interesting at all times, and may be destined to exercise some influence upon the art of living unaffected by the calamities of war. Thus, this Parisian housewife or cookee says, with the utmost gravity, that the flesh of the ass is finer than that of either the ox or the mule, and by its delicacy may serve as a festive dish for the richest table. She thinks "it deserves to take a place in constant use, as it is susceptible of every sort of treatment." In this latter respect we may remark, by the way, the dead seems to resemble the living beast. On the subject of the cat the housewife becomes eloquent. She says: "This domestic animal, the ornament and consolation of the garret and the happy favorite of the elegant *salon*, has become one of the most sought for, and, therefore, most seldom met with siege dishes. The flesh of the cat is white, fine and delicate, but it must be soaked for forty-eight hours before being brought on the table." "It may be served up either as a ragout like the hare, or as spiced meat, or as a roast." Horse-flesh, according to our cookee, looks and tastes quite like beef; properly cooked, it is not only hardly to be distinguished from the latter, but is even preferable to it. It must be soaked for thirty-six hours in a preparation of vinegar, oil, salt and pepper. It may be dressed in a great variety of ways, so as to make up a whole bill of fare by itself. The necessary recipes will be found in the book. Canine flesh scalded and soaked for forty or more hours, looks and tastes just like mutton; pickled for the same length of time, it passes very well as venison. The flesh of the rat appears to have been favorably regarded for its taste by the besieged. It was, however, looked upon with suspicion on account of its alleged connection with the trichina disease. Though the foregoing statements may be offensive to some, no apology seems necessary for making them. Whether less skillful cooks than the French will ever, uncompelled by stress of hunger, attempt to utilize some of these meats, is a question.

### Allegheny County Workhouse.

The involuntary inmate of our Workhouse may not in all respects coincide in opinion with those who visit the institution at the invitation of the Managers or Superintendent Cordier concerning its merits, but it is probable that even a majority of this class, especially the more intelligent portion, will admit its great excellence both for punishment and reform. Every arrangement evinces enlightenment, experience, progress. Its noble purpose, based on the reformatory principle, is faithfully carried out in all the details of the building, and the idea that there is something good in every offender and that it is better for him and society to seize upon and develope it while he makes sufficient attonement for his offenses, is conspicuous in the rules and discipline of the institution. And the fact that it is presided over by a man of intelligence, experience and steadiness of purpose, is perfectly clear to those who pay it a visit—whether voluntary or involuntary. Up to the present time females have not been admitted, but within the coming week the new wing will be so far completed as to realize the original plan of admitting female prisoners. At present there are about one hundred and fifty prisoners, all male, with only a single patient in the hospital. Indeed the hospital accommodations, which are commodious, seem to be superfluous. The Board of Managers, with the valuable assistance of Superintendent Cordier, are carrying forward the work so resolutely that within a reasonable time the Workhouse will be complete in all its parts—and then it may well be questioned whether in all our country there will be another institution of the kind that will realize so perfectly the true idea of punishment and reform in prison discipline.

HENRI ROCHEFORT, the famous French journalist and epigrammatist, has just been pronounced insane, nor can there be much doubt of the correctness of this judgment. Evidences of mental malady crop out at intervals all along the path of his brilliant but erratic career. Although one of the most bitter of Red Republicans, he belonged to an ancient and noble family, from which he voluntarily separated himself. As a child he was impetuous and fiery; even before the end of his school days he had fought his first duel, and physical bravery was a marked feature of his character. At school and college his satirical verses attracted attention and praise, and his Republican beliefs appeared even in his earliest writings. He is said to have derived his political theories from his mother, a woman of strong and fixed Republican principles. In a collection of stories of his boyhood is a striking account of his leadership of a school riot, caused by his determined opposition to what he fancied "tyranny." Chosen from his school to read a poem before the Archbishop of Paris, he defied authority by the bitter satire of his verses, and incurred the censure of his teachers; but this did not prevent his taking his degree at their academy in 1850. In 1856 he first entered on the career of a journalist, in which he became famous. He fought several duels, among them one with Paul de Cassagnac. The beginning of his open and formidable attack on the imperial Government was the publication of the famous *Lanterne*. The imprudent wrath which the Government displayed against this publication only added to the unexampled success of his satires, which were most keen and bitter, though their literary merit was not always so great as at their beginning. Banished for his persistent opposition, he continued the publication of the *Lanterne* at Brussels, but returned to Paris in time to become involved in the agitations provoked by the shooting of Victor Noir, and for his part in these he was imprisoned, only to be released by the revolution of September. He was a member of the Provisional Government, and took part in the defense of Paris; but at the end he found himself placed in a strange position by the establishment of the Commune. Regarded as too fierce an agitator by the Versailles Government, he preferred to remain within the city; but, throughout the turbulent days that ensued he manifested little sympathy with the Communist leaders, used his influence on the side of order, and was regarded with no little suspicion by the men whose fanaticism surpassed his own.

A PRIVATE NOTE, dated Cheyenne, June 28th, received with the interesting communication respecting the Indians, published in our columns this morning, says: "Our party, headed by Mr. Brunot, leaves to-day for California. From there we go up the coast by land to Portland, Oregon, and Washington Territory, to visit various Indian tribes."

### THE LIBERTY STREET TRACKS—A WORD OF WARNING.

*To the Editor of the Pittsburgh Commercial:*

I read with considerable interest the correspondence between the Liberty street merchants, represented by James Caldwell, Esq., and J. Edgar Thomson, of the Pennsylvania Railroad, and have had the past so vividly brought to my recollection that I felt constrained to ask for a corner in your valuable paper that the whole public might be warned of the suicidal policy of our Liberty street people. Just at the time when our city authorities granted the use of Liberty street to the Pennsylvania Railroad Company for a track, there was very little business done on Liberty, or any other street in Pittsburgh, as compared with the present, and now that the Pennsylvania Railroad has been in a great measure the agency by which the business of Liberty street has been largely increased, why kick it out now and say we think we can do without you?

But suppose Messrs. Caldwell & Co. could succeed in driving the Pennsylvania Railroad from Liberty street on to some other street; would those on whose street the railroad would then be compelled to run be in any better condition than those Liberty street people are now, and would it be wise to compel the change? But should they go on in their present course, and drive not only the Pennsylvania Railroad from Liberty street, but all our railroads from the city, as no doubt some would do in their blindness, do you think it would make much difference to Liberty street whether there was a rail track on it or not? The grass growing on it would, in the summer time at least, prevent the passer from telling whether there was a track or a pavement there. The sagacity and bright business qualities of the grocers and merchants generally of Cincinnati, Louisville, Evansville, Cairo, yea, and even little Wheeling, have so developed each one of the places named are now and have been using every agency within their reach and power to converge and concentrate and encourge all means of transportation, either by rail or steamboat, and thus invite by these numerous modes of moving trade and travel merchants and customers from all points of the compass to visit them and deal with them.

The writer of this was an owner in a steamboat ten or fifteen years ago. The city merchants of Evansville offered a bonus of one thousand dollars per month to run her as a packet between Evansville and Cairo. When did our Liberty street merchants do as much to invite or secure trade for our city? I am sorry to say the reverse of this is true, in their case. When our enterprising boatmen here started lines of steamers, and run them to points below, they were compelled to quit business by the grinding process to which they were subjected; and the result to-day is that while the towns named above have each their lines of packets running to and from the cities, bringing trade to their merchants and prosperity to their homes. Out of the twelve lines of packets formerly running between this city and Louisville, and points between, we have not more than two or three. Do our people want to pursue the same suicidal course with our railroads, and drive them away from our city, that the men who have inherited or by force of circumstances have gotten possession of enough of this world's goods may be able to lay down in quiet and not have their rest disturbed by the whistle of the locomotive, or the noisy din of thrifty industry and prosperous trade?

Allow me to suggest that in my humble opinion the proper course for our citizens, if they really want the track taken up from Liberty street, is first to look around and secure some other route by which the railroad will be able to reach its depot at the point, and accommodate the local and other business of the road, and then tender the same to the Railroad Company. This would be decidedly more pleasant and profitable to our city than raising and maintaining "mobs."

Next our wharves are now almost useless for the purposes they were originally designed for. They are now used for piling lumber, scrap iron, old wagons, flat-boats, &c., &c. Why do not the petitioners apply to our City Councils and get from them the right of way for railway tracks along these wharves, then present these to the Pennsylvania and other railroads entering our city. No doubt they would at once accept the proposition and relieve Liberty street from further railroad use. Further, there is no way our city can accommodate the roads entering the city without subjecting our streets and street crossings to interruption, except by this plan of running them along our wharves. Railroad tracks can be built along them on trestle work or columns, so as not in the least to obstruct their use for other purposes. I do hope these people will act on this suggestion at once, and stop further bickerings and future trouble, and thus

KEEP UP WITH THE TIMES.

### The Earl of Airlie.

*To the Editor of the Pittsburgh Commercial.*

A few days ago I noticed among the cable telegrams one ascribing a speech in the House of Lords, in favor of the since ratified treaty of Washington, to Lord *Aichlie*. Some telegraph operator no doubt blundered so far as to change one letter; but that, in this case, made all the difference between a name and no name. The person intended was Lord Airlie —or, to be more exact, the Earl of Airlie—one of the younger members of the upper House, who, for a few years past has occasionally spoken on questions relating to this country.

Lord Airlie, about the close of the war spent some time traveling in the United States, and became known at that time to several of our most prominent public men—and very favorably known, I may add, for he is really a fair-minded and careful observer, as well as an intelligent and accomplished gentleman. I chanced to meet him soon after his return, in London, at the house of a distinguished author, whose books about the United States have often been quoted—though never likely to be taken, at least in the popular sense, as compliments. So well did Lord Airlie acquit himself that evening in a little bit of discussion relating to this country, with a far more formidable opponent than he is ever likely to meet with not only in the actual, but even in any possible "House of Lords" in these days in England, that an eminent scientific gentleman, who was sitting by me, promptly and fairly acknowledged that he had the best of it.

In connection with the fact that Earl Russell was opposed to the ratification of the treaty, it may be interesting to remember that his son, Lord Amberley, is brother-in-law of Lord Airlie—these young noblemen having married two of the daughters of Lord Stanley, of Alderley—cousins of Arthur Penrhyn Stanley, Dean of Westminster. VIATOR.

### GENERAL AND PARTICULAR.

A wonderful musical calendar clock has just been completed by R. D. Munsan, a Vermont farmer, now sixty-two years old. It is in every respect his handiwork, and it has occupied his spare hours during the past eight years. The production is an eight day clock, whose dial marks the second, minute, hour, day of the week, day of the month, month and year; a thermometer rests against its pendulum, giving the state of temperature; the ball of the pendulum contains a miniature timepiece, which derives its motive power solely from its vibrating position, and keeps accurate time. There is also a cylinder musical attachment, which may be set to play any one of seven tunes at the end of each hour. In this last feature it can be so adjusted—and such was the intention of the maker —as to play "Old Hundred" at the end of each hour on Sunday, and "Old Folks at Home," "Series Waltz," "Star Spangled Banner," "Hail Columbia," "Yankee Doodle," and "Sweet Home" respectively on each successive day of the week. The entire mechanism is handsomely encased in a black walnut case, which measures ten feet high, twenty inches wide and ten inches deep. The case is highly polished, and its front bears the inscription in raised letters, "Our Union Forever." "U. S."

A benevolent lady wearing the odd but not inappropriate name of Emily Faithful, has opened an institute of cookery and housekeeping in London. Its purpose is to give young women of all classes thorough practical training in domestic economy. In addition to lessons and lectures, there is to be a course of practical lessons in the preparation and dressing of meat, poultry, fish, vegetables, &c., including the higher branches of the culinary art, such as made-dishes, confectionery, ices, setting of the table and dessert, &c. An academy of this sort, where mistresses and maids can acquire a complete education in the every day business of the household, is needed in every large city, and ought to be thronged with pupils.

Central Park, in New York city—the chief attraction there at this season of the year—contains 862 acres, and ten million dollars have been expended in laying out and embellishing the land since 1858. Swans swim the lakes, herds of deer and flocks of sheep graze on the hill-sides, and the birds warble in the foliage. The museum is gathering a valuable collection of curiosities and specimens of every kind, and the zoological garden is full of wild beasts of the field, fowls of the air and fish of the sea. There are ten miles of carriage road and twenty-eight miles of walks. Last year there were ten million visitors. There have been sixty-eight thousand visitors and sixteen thousand vehicles at the Park in one day. A board of eight commissioners control it; a force of sixty police, in gray uniforms and white gloves, preserve order. Splendid military bands, paid by the city, play on the plaza every Wednesday and Saturday afternoons. The number, variety and elegance of the equipages that throng the broad, smooth drives on pleasant afternoons, is remarkable —two, four and six horse teams, tandem teams; every sort of vehicle, from gilded chariots down to the democratic contrivance which makes the circuit of the ten-mile drive for twenty-five cents per head. Here come the rich in their carriages, with prancing horses and liveried attendants, and here come the poor on foot. This beautiful spot belongs alike to both. It is free to all.

In one of the towers of the Porto Salara, Rome the most important archeological discovery of the present year was made. It was that of a monument of a boy of twelve years of age. He was a most wonderful scholar, and had made such progress in Greek poetry that he had composed a lyric of great merit. His parents, wishing to keep his memory green, sculptured his likeness, dressed in the manly toga, which he had been allowed to assume, and engraved the poem in the niche in which the statue was placed. The poem is so excellent that it is considered an addition to the ancient Greek literature. How it comes how long this statue and its inscription might have been buried in the Towers at the Porta Salara, but for the bombs of the 20th of September, which made them so unsafe that they were pulled down, and thus the hidden treasure was brought to light.

Two new branches of industry have been introduced in South Australia, with fair prospects of success in either instance. Four ostriches were imported from South Africa (where they are farmed very profitably,) find these have now increased to sixteen, with every probability that the flock will be considerably augmented during the present season. As the emu is a native of the country, there is good reason to believe that its congener, the ostrich, will thrive equally well, and the demand for feathers throughout Europe is always in excess of the supply. Sericulture also is taking its place among the employments of the colony. The mulberry plantations are doing well, and the Acclimatization Society of New South Wales has lately received some Japanese silk worm eggs, which are said to be extremely valuable and to be seldom sold to foreigners. According to the report of the Silk Supply Association of London, there are in Victoria no less than 36,000 square miles of country suitable to sericulture.

A Baltimore firm is engaged in manufacturing paper by a new pulping process recently devised in Prussia. This invention consists in exposing the raw material, such as straw, corn, leaves, &c., to the action of a weak alkaline solution, under superatmospheric pressure, and at a temperature not exceeding 212 degrees, in such a manner that, by the combined action of the pressure and the heat, the woody material is split and disintegrated without destroying the fibres, as in the case of other methods, where strong alkaline solutions and high temperatures are used.

Mr. Brown, of Sangamon county, Illinois, President of the State Agricultural Society, is doing something really extraordinary. His wheat harvest occurred so early this year that, after it was over, and the wheat had been removed from the field where it grew, he at once plowed under the stubble and planted the ground in corn, which is now up, and some six inches high, and he is hopeful of gathering a bountiful crop of corn therefrom this fall. This is remarkable—a crop of wheat and a crop of corn from the same ground in one season.

The indignation of citizens of Great Falls, New Hampshire, rose to boiling heat over the inhuman treatment of one Ducrot, connected with a circus, to his son, a lad of eight years. He had performed his part admirably throughout the day and evening, and when in the last act of turning a somerset he slightly tripped, from disarrangement of the carpet upon which he performed. His father, observing it, flew into a rage, and, taking him one side, lashed him in a most shocking manner, and till the skin was cut through beneath the tights which the boy wore. His injuries were so great that he was unable to accompany the troupe the next day.

### PERSONAL.

The artists of Paris were not idle during the siege. Goupil already displays several new pictures relating to the conflict. Meissonier has returned to his studio, which, as he has a great reputation in Germany, was respected by the Germans and left uninjured. Rosa Bonheur stayed during the war at her place at Fontainebleau and was not molested. Edward Frere and Schenck were the only artists who remained in Etcorts. Their property was respected, but that of the other artists suffered greatly. Poyer's studio was ransacked. Dore's escaped with some broken glasses. Courbet, the painter, is charged with instigating the destruction of the Column Vendome. This unquiet person has been killed and restored to life half a dozen times since the fall of Paris, and no one knows what to believe regarding his fate. The other fugitives are all returning, and artistic circles in Paris will soon be as lively as ever.

Gen. Sherman made a humorous speech at the Georgetown College commencement. He said: "I was pleased at hearing the valedictory delivered by Mr. DIXON. I was in St. Louis about the time he was born, and his father being a very dear friend of mine, and the young gentleman so small and weak that he was not expected to live long, I stood godfather to him. That was some years back; I won't tell the grist how many—let us call it several years. I do not suppose the young man remembers it, but those who were there at the time will bear me out in saying that I did not assume much responsibility. As it is I am delighted to find him grown up well and strong, and enjoying the honor of delivering the valedictory for this class."

The Bates-Swan wedding, in London recently, was undoubtedly the tallest one of the season. Bates is eight feet long when lying down, and just about eight feet high standing up. Lying or standing, he weighs 400 pounds. The bride of Bates is a few inches taller than her husband, and about half his weight. It is not stated where the bride procured her wedding trousseau, but it is estimated that there were about six acres of it.

A USEFUL contrivance has been introduced into this country from Russia by Mr. Clay, late Minister to that government, which is rapidly coming into favor here. It is called a perpetual candle, and consists of a small tube within which is placed a close fitting wick soaked with kerosene. This tube is screwed into a candlestick and fits inside another tube, made of white china, and resembling closely a candle in external appearance—the whole taking the look of an ordinary candle and candlestick. By heating the top of the brass tube the kerosene soon wicks generates gas and gives a fine blaze through a number of small, jet-like apertures in the end of the tube. This simple and ingenious arrangement a good light, it is said, is furnished at a cost of only one cent for five hours. Besides the point of economy, it is thought that the use of kerosene in this manner will be entirely free from danger of explosion.

### How We Used to be Physicked.

Who does not remember the time when spring purgation was considered indispensable to summer health? No matter for wry faces, the inevitable salts and senna, rhubarb, or calomel and jalap, must be administered. These "spring medicines," the youngsters were told, were to keep them hale and hearty during the summer. We all know now that this was a falsey; that new vigor, not depletion, is what is required at the commencement of the summer solstice. As a preparation for the enervating effects of oppressive summer weather, a course of Hostetter's Stomach Bitters is highly expedient. This famous vegetable preparation has three prominent properties; it renovates, purifies, and regulates all the functions of the body. It is composed exclusively of pure vegetable productions, viz: the essential principle of Monongahela Rye, and the most efficacious tonic and alterative roots, barks and gums known to medical botanists. Hence, it is an absolutely safe medicine, and no tincture of the Pharmacopoeia can compare with it either in purity, or in the variety of its objects, and its comprehensive results. Happily for mankind, the theory that it was necessary to prostrate a patient in order to cure him, is forever exploded, and the true philosophica doctrine, that vigor is the great antagonist of disease has taken its place. Hostetter's Bitters is an invigorant, and hence it is the proper medicine for the feeble at this most trying season of the year.

Be sure that you obtain the genuine article, as there are innumerable imitations in the market. Look to the ornamental stamp, the engraved label, and the name blown into the glass. Hostetter's Stomach Bitters is sold in bottles only.


J. C. KISER. THOMAS SCANDRETT.
Kiser & Scandrett
WHOLESALE DEALERS IN
Old Rye Whisky,
FOREIGN AND DOMESTIC
WINES, GINS, BRANDIES, TOBACCO AND SEGARS.
No. 166 Wood Street, corner Sixth Ave.,
PITTSBURGH, PA.

CHAS. ABEL & CO.,
172 Wylie Street, Pittsburgh.
DEALERS IN
PURE DRUGS, CHEMICALS, PERFUMERY AND TOILET GOODS.
Pure WINES and LIQUORS for Medical Purposes.

DRY GOODS.
JUST OPENED,
A FINE ASSORTMENT
Black Hernanis,
BLACK
Llama Lace Points
BLACK LLAMA LACE
SACQUES AND JACKETS,
WITH FLOWING SLEEVES.
BUFF, BROWN, DRAB AND GREY
LINEN,
FOR SUITINGS.
James Caldwell,
118 and 120 FEDERAL STREET,
ALLEGHENY CITY.

SLAUGHTER
AT
The People's Store.
SUMMER GOODS
AT A SACRIFICE.
GENUINE BARGAINS.
JAPANESE SILKS, 50, 65 and 75c.
DRESS GOODS, 12 1-2 to 37 1-2, former price, 20 to 75c.
LIGHT SUMMER SHAWLS, 50c to $8 50, former price 75c to $15 00.
1,000 Straw Hats,
AT 25 CENTS.
These Goods are PERFECTLY FRESH, DESIRABLE AND IN GOOD ASSORTMENT, ALL BOUGHT THIS SEASON, and we would do well to call and see the MANY SPLENDID BARGAINS now offered in Summer Materials, at
THE PEOPLE'S STORE,
55 and 57 Fifth Avenue,
Masonic Hall Building, Pittsburgh

Campbell, Williamson & Dick.
MARKET STREET STORES.

JOS. HORNE & CO.
Wholesale Only.
NOW OPENED,
A FULL LINE
MIDNIGHT'S
KNITTING AND ZEPHYR
YARNS,
Including all the New Mixtures,
AT LOWEST PRICES.
ALSO, A SUPERIOR QUALITY
BLUE MIXED
Country Yarn,
AT FACTORY PRICES.
77 and 79 Market St

HOTELS.
ARLINGTON HOTEL
Formerly NIXON HOUSE,
ALLIANCE, OHIO.
First-class SAMPLE ROOM for Commercial Travelers.
FRANK M. KERR,
PROPRIETOR.

Fifth Ave. House,
OPPOSITE NEW OPERA HOUSE,
ON
EUROPEAN PLAN.
The Best Accommodations.
The Largest Billiard Room in the State.
The Best Place in the City where Pure and Unadulterated Liquors can be obtained.
Cigar Emporium Unapproachable,
W. H. STROUP,
PROPRIETOR.

St. Clair Hotel,
Monument Square, Baltimore, Md.
GILMOUR & SONS, Proprietors.
THIS FIRST-CLASS HOTEL, located in the center of the city, fronting the Battle Monument, IS NOW OPEN FOR THE RECEPTION OF GUESTS. It is near all the Public Buildings, and is accessible from all the Depots by the Street Cars, which pass the Hotel every few minutes from all directions. THE HOTEL IS FITTED UP IN ELEGANT STYLE, with all the modern improvements, the Rooms are well Ventilated, and Furnished with an eye to the comfort of its guests. The Building has a thorough organized Fire Department, including the Perrigo's Fire Escape, and the upper stories are reached by an Elevator. The Proprietors are as well known in connection with the far-famed "Eutaw House," that further comment is unnecessary.

Lace Curtains,
In Swiss, Tamboured and Nottingham.
NEARLY 100 NEW PATTERNS JUST OPENED
LACE SHADES,
A NEW NOVELTY.
LAMBROUQUINS AND DRAPIERIES, CURTAIN GOODS AND TRIMMINGS, TURKISH FOLDING SPRING BEDS AND MATTRESSES.
Sole Proprietors in this City of FARNUM'S STEAM FEATHER RENOVATER.
INTERIOR DECORATING Executed Artistically.
E. EDMUNDSON & SON,
55 MARKET STREET.
Hard Lumber.
KIRK & BRO.,
Manufacturers of and Dealers in
HARD WOOD LUMBER, ASH, OAK, HICKORY, WALNUT, POPLAR, BEECH, &c.,
Sawed to Order for Railroads, Wagons, Plows, Cars, Chairs, Coffins and general purposes. Also,
STAVES, HEADING, RAILROAD TIES, AND POPLAR SHINGLES.
MILLS—CAIRO, WEST VIRGINIA.
OFFICE—No. 3 DUQUESNE WAY, near Suspension Bridge, Pittsburgh, Pa. Orders addressed to either place will receive prompt attention.

DRY GOODS.
Special Inducements
AT
WILLIAM SEMPLE'S
IN
SUMMER DRESS GOODS.
LACE SHAWLS AND JACKETS, LIGHT WOOLEN SHAWLS, WHITE SKIRTS AND LIGHT SUMMER SKIRTS.
All Down at the Lowest Prices.
At 12½c, Wash Poplins—a great bargain.
At 12½c, Striped Alpaca Lustres.
12½c, Striped Grenadines.
At 25c, Plain and Striped Grenadines.
Plain Black Hernanis, very cheap.
At 6½c, Fast Colored Prints.
At 90 cents 8-4 Turkey Red
Table Damasks,
DIRECT FROM THE MANUFACTURERS, DUNDEE, SCOTLAND.
Having a large stock of Domestic, Cotton and Woolen Goods on hand, and enough of Foreign Goods ordered, on the way and in bond, there will be no advance in prices for some time, at
WM. SEMPLE'S
Nos. 165, 167 and 169
Federal Street, Allegheny.
GRAND
Closing Out Sale
OF
DRESS GOODS,
AT
The Lowest Prices in the City
Moorhouse AND Carsten
21 Fifth Avenue,
OFFER A CHOICE AND EXTENSIVE STOCK OF
Summer Silks and Dress Goods
WHICH WILL BE SOLD AT MUCH BELOW THEIR ACTUAL VALUE.
Lyons Black Silks, $1 50, worth $2 00
Lyons Black Silks, $1 75, worth $2 25
Lyons Black Silks, $2 00, worth $2 50
JAPANESE SILKS, New and Desirable.
SUMMER SILKS, very cheap.
SUMMER DRESS GOODS Below Importers' Prices.
LACE CURTAINS and CURTAIN NETS, SHAWLS, LACE JACKETS and LACE MANTLES.
At Great Bargains to Close the Lot.
A FRESH ASSORTMENT OF DESIRABLE STYLES
LINEN SUITS

James T. Brady & Co

BANKERS,

Fourth Avenue and Wood Street,

FINANCIAL AGENTS OF THE UNITED STATES

FOR

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OF

1880, 1885 and 1900.

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IRA B. M'VAY & CO.,

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BANKERS,

$100,000

Pittsburgh and Connellsville Railroad

Six Per Cent. Bonds,

(TURTLE CREEK DIVISION,)

For Sale at 86 and Accrued Interest.

These Bonds are a first lien on the Turtle Creek Division of the Road, taking precedence of the 7 per cents.; are dated 1868, for thirty years, into est payable February and August.

100 shares Bank of Pittsburgh Stock for sale.

IRA B. M'VAY & CO.


## FINANCE AND TRADE

THURSDAY EVENING, July 6, 1871.

The activity in the local money market continues, whilst the loan market is comparatively quiet, and offerings light, yet checking on the banks and banking houses is very heavy. This is an incident of "settlement season," and may last for the next fortnight to come. The banks as well as the private loan houses, have ample means to meet all proper demands upon them, and rates have somewhat abated where large amounts are wanted on short date paper.

—We note a disposition to sell some of the bonds which paid their coupons on the first. Probably this arises from the opinion that these bonds can be bought back again at some future time at a lower figure. Some lots of Pittsburgh and Connellsville Railroad stock is on the market seeking a bid. We have not heard of any price for it.

—Government bonds to-day were a fraction or so lower. We would not be surprised if there would be a steady decline in them from the high point they have reached during the past month, and particularly the past few days.

—Messrs. Ira B. McVay & Co. report the following quotations of Government bonds in New York to-day, as furnished them by Jay Cooke & Co., their correspondents:

| | Morning. | Clos'g. |
|---|---|---|
| U. S. Bonds of 1881 | 115½ | 115½ |
| U. S. Bonds of 1862 | 115 | 114½ |
| U. S. Bonds of 1864 | 114½ | 114½ |
| U. S. Bonds of 1865 | 114½ | 114½ |
| U. S. Bonds of 1865 (new) | 113½ | 113½ |
| U. S. Bonds of 1867 | 113¾ | 113¾ |
| U. S. Bonds of 1868 | 113½ | 113½ |
| 10-40s | 112 | 112 |
| Golds | 113½ | 113½ |

James T. Brady & Co., corner of Fourth avenue and Wood street, quote United States securities in New York Saturday as follows:

| | |
|---|---|
| Golds | 113½ |
| Unitacs 6s of 1881 | 115½ |
| United States 5-20s of 1862 | 114½ |
| United States 5-20s of 1864 | 114½ |
| United States 5-20s of 1865 | 114½ |
| United States 10-40s | 112½ |
| United States 5-20s, January and July, 1865 | 113½ |
| United States 5-20s, January and July, 1867 | 113½ |
| United States 5-20s, January and July, 1868 | 113½ |
| Union Pacific Railroad | 91 |
| Central Pacific Railroad | 102 |
| Currency Pacifics | 116 |

—The following table, made up from dispatches received at J. W. Kennedy's Stock Rooms, Apollo building, No. 80 Fourth avenue, shows the prices of Railway Stocks, Golds, etc., at the various sessions of the New York Stock Exchange during the day:

| July 6, 1871. | 10:30 A.M. | 11:00 A.M. | 12:30 P.M. | 1:30 P.M. | 2:30 P.M. | 3:30 P.M. | 4:30 P.M. |
|---|---|---|---|---|---|---|---|
| C. & H. | 97½ | 97½ | 97½ | 97½ | 97½ | 97 | 97 |
| Do. Scrip | 97½ | 97½ | 97½ | 97½ | 97½ | 97½ | 97½ |
| Erie | 27¾ | 27¾ | 27¾ | 27¾ | 27¾ | 27¾ | 27¾ |
| Reading | 111½ | 112½ | 112 | 111½ | 111½ | 111½ | 111½ |
| Harlem | | 125½ | | | | | |
| Mich. Cent. | | 116 | | | | | |
| Lake Shore | 109½ | 109½ | 109½ | 110¼ | 110¼ | 110¼ | 110 |
| Illinois Cent. | 117½ | 117½ | 117½ | 117½ | 117½ | 117½ | 117½ |
| Cleve. & Pitts. | 92½ | 92½ | 92½ | 92½ | 92½ | 92½ | 92½ |
| C. & N. W. | 72½ | 72¾ | 72¾ | 72¾ | 72¾ | 72¾ | 72¾ |
| Do. pref. | 90½ | 90½ | 90½ | 91¼ | 91¼ | 90½ | 91¼ |
| Rock Island | 108½ | 108½ | 108½ | 108½ | 108½ | 108½ | 108½ |
| St. Paul | 61½ | 61½ | 61½ | 61½ | 61½ | 61½ | 61½ |
| Do. pref. | 80½ | 81 | 80½ | 80½ | 80½ | 80½ | 80½ |
| Fol. & Wabash | | 39½ | | 39½ | | | |
| Do. pref. | | | | | | | |
| Fort Wayne | 99½ | 99½ | 99½ | 99½ | 99½ | 99½ | 99½ |
| Ohio & Miss. | 47¾ | 47¾ | 47¾ | 47¾ | 47¾ | 47¾ | 47¾ |
| Chic. & Alton | | | 130½ | | | | |
| Do. pref. | | 122 | | | | | |
| R. H. & Erie | | 12 | | | | | |
| N. J. Central | | 112 | | | | | |
| Quicksilver | | 17½ | | | | | |
| Do. pref. | 59 | 58½ | | | | | |
| Quicksilver | | 42¾ | 42¾ | 42¾ | 42¾ | 42¾ | 42¾ |
| Pacific Mail | 42¾ | 42¾ | 42¾ | 42¾ | 42¾ | 42¾ | 42¾ |
| Adams Ex. | | 45½ | | | | | |
| Wells, Fa. | | 45½ | | | | | |
| American Ex. | | 53 | | | | | |
| U. S. Ex. | | 53½ | | | | | |
| Gold | 113½ | 113½ | 113½ | 113½ | 113½ | 113½ | 113½ |

—JAMES W. KENNEDY, Broker, No. 80 Fourth avenue, (Apollo Building,) dealer in Government, all State and Municipal Bonds; Railroad, Bank, Insurance and Miscellaneous Stocks. Represented daily at the New York Stock Exchange, he buys and sells stocks on a margin for the same commission and on the same terms as the New York brokers. Money to loan in sums of $500 and upwards on collateral or well indorsed promissory notes, or on mortgages on city or Allegheny county real estate.

## PITTSBURGH OIL TRADE.

OFFICE OF THE PITTSBURGH COMMERCIAL, WEDNESDAY, July 7, 1871.

REMARKS.—The crude market opened firmer yesterday; holders generally were asking 13c for spot or July deliveries. This movement caused buyers to hold off. The result was a quiet market with the advantage on the side of holders, who have made up their minds that prices have touched bottom and that a good time is near at hand. The asking rates are now as follows:

CRUDE.

Spot 13c; July 12c; August 12c; S.O. all year 12¾c; 30 all year 12½c; sales 1,000 bbls S. O. 30 days, Parker's, $4 85; 1,000 bbls spot, 30 days, Parker's, $3 90; 1,000 bbls S. O. August, $5.

REFINED.

The market was firmer, being in sympathy with the raw material. We quote as follows: Spot 25½@25¾c; July 25¾c; August 26c; September 26c.

Sales 3,600 bbls July.....25¾c.

COOPERAGE.

Oil Barrels.—Market dull. Holders asking $1 65 for city made, and $1 55 for country made. Sales 4,000 city made yesterday at $1 65 delivered, 500 country made, at depot, at $1 50.

[Western Union Telegraph Line.]

TITUSVILLE, July 6.—*The Herald* of the 6th says: There was little doing in the oil market yesterday, business not having been resumed since the adjournment for the 4th. We quote:

SALES.

| | |
|---|---|
| 1,100 bbls upper road, spot | $4 65 |
| 250 bbls upper road | 4 62½ |
| 250 bbls lower road | 4 55 |
| 500 bbls lower road | 4 50 |
| 500 bbls lower road | 4 50 |
| 500 bbls lower road | 4 56 |

NEW YORK, July 6.—Prices firm; crude, bulk, held at 14½c; refined 25¾c. Sales 4,000 bbls at 25½c, and 2,000 bbls at 25¾c. Philadelphia delivery dull and unchanged but nominal. Refined, spot, August, 26c; 3,000 bbls sold for jobbing on private terms.

PHILADELPHIA, July 6.—Market steady; standard white 25¾c; crude 13½c; cases 29½c; futures, July 25¾@25¾c; August 25¾c; September 26c.

OIL CITY, July 6.—Market quiet; ordinary held on lower creek at $4 85@4 90 for 47 gravity; at Oil City held at $5 15@5 10.

HORTSVILLE, July 6.—Market quiet firm at $4 85@4 95.

PETROLEUM CENTER, July 6.—Market quiet at $4 90.

TITUSVILLE, July 6.—Market quiet; sales at $4 65 cash to on the upper creek.

**Crude Oil Received by Allegheny Valley R. R.**

| Shipper. | Consignee. | Bbls. |
|---|---|---|
| Lockhart & Co. | Brilliant Oil Works | 1,680 |
| Duncan & Young | Standard Oil Works | 462 |
| Jas Bushnell | Forsythe Oil Works | 466 |
| Bates & G. | Forsythe Oil Works | 451 |
| Bates & G. | Standard Oil Works | 74 |
| P Hutchinson | Tarrantum Oil Works | 414 |
| Jas Bushnell | Liberty Oil Works | 228 |
| H McKelvey | Standard Oil Works | 151 |
| L Riegler | Spray Oil Works | 322 |
| Duncan & Young | Peerless Oil Works | 83 |
| J Marshall | Brilliant Oil Works | 154 |
| Total | | 4,276 |

**Refined Oil Shipped East by W. P. R. R.**

Union Refining & Storing Co, 396 bbls to Logan Bros & Co, Philadelphia.

## PITTSBURGH LIVE STOCK MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL, THURSDAY, July 6, 1871.

**Cattle.**

The arrivals for the week to this date have been fair of through stock, and light of those intended for sale in this market. The quality consists of a mixture of all grades. The market under the influence of the light receipts and a fair demand has been active at prices from ¼c to ½c better than last week. This afternoon the feeling is more weak, though prices have not as yet declined any. The following are the rates current to-day: Extra, 1,200 to 1,500 lbs steer, $6 25 to $6 50; good to prime, 1,100 to 1,200 lbs, $5 50 to $5 75; common to medium, 1,000 to 1,100 lbs, $4 25 to $5 25; thin, stags and cows, 800 to 1,500 lbs, $3 50 to $4 50; Texas steers, $3 50 to 4 25.

**Hogs.**

The arrivals have been light to-day. The quality good, and buyers making very little difference at present between the different grades. The demand light, and market inclined to be dull. The following are the rates current: Extra, Philadelphia, $4 60; good to prime Philadelphia, 225 to 250, $4 50; good to prime New York, 180 to 220, $4 30@4 40.

**Sheep.**

The arrivals light. The quality of the offerings fair. The market has been active at prices from ¼ to ½c better than last week. The following are the rates current, also some sales, which will serve as a guide to the reader: Extra, 100 lbs, $5 65; good to prime, 85 to 90 lbs, $5 00 to $5 25; decent to fair, 75 to 80 lbs, $4 50 to $4 75; mean to common, 70 to 75 lbs, $3 50; foot rot and scalawags, by the head, $1 50.

**Cattle.**

| No. | Weight. | Price. | No. | Weight. | Price. |
|---|---|---|---|---|---|
| 37 | 36,040 | $6 00 | 19 | 42,500 | $4 40 |
| 134 | 37,300 | 5 62½ | 12 | 14,420 | 5 00 |
| 7 | 6,960 | 5 60 | 17 | 36,160 | 5 over 5 25 |
| 16 | 20,720 | 5 37½ | 19 | 22,500 | 5 12½ |
| 22 | 28,470 | 5 25 | 20 | 17,950 | 5 15 |

**Hogs.**

| No. | Weight. | Price. | No. | Weight. | Price. |
|---|---|---|---|---|---|
| 37 | 9,960 | $4 95 | 98 | 25,340 | $4 45 |
| 119 | 34,360 | 4 60 | 94 | 24,110 | 4 45 |
| 56 | 14,140 | 4 60 | 97 | 24,460 | 4 50 |
| 50 | 11,070 | 4 60 | | | |

**Sheep.**

| No. | Weight. | Price. | No. | Weight. | Price. |
|---|---|---|---|---|---|
| 110 | 9,750 | $5 30 | 164 | 14,320 | $5 25 |
| 242 | 21,560 | 5 10 | 67 | 5,960 | 5 05 |
| 229 | 56,690 | 5 5c 20 | 3 | 18,070 | 5 25 |
| 116 | 10,570 | 5 00 | | | |

**The Hop Crop.**

In speaking of the prospects of the hop crop, the Kilbourn (Wis.) *Mirror* of a recent date says:

"The farmers in this vicinity, and throughout the entire hop region, so far as heard from, have evinced a commendable degree of good sense in ploughing up part of their yards, though there are some exceptions.

"The crop prospects, so far as observation and information at hand enables us to judge, were probably never better at this season of the year. The vines look well and thrifty, having in a great many instances reached the top of the poles, and should the weather continue favorable, we might confidently predict a large yield and good quality.

## PRODUCE AND GENERAL MARKETS.

OFFICE OF THE PITTSBURGH COMMERCIAL, THURSDAY, July 6, 1871.

REMARKS.—The market since our last has presented nothing particularly new or important, the demand for the leading articles being generally confined to the wants of the local trade. As usual at this season of the year sales were light. So far as related to prices we have no special change to note, Flour was not active; the sales were for home purposes at prices that were current the day previous. The leading houses and the mills are well prepared to meet present and future demands. Buyers generally ask larger concessions than holders are disposed to grant. Bacon was firm with a good demand, more particularly for sugar cured meats. The high price of fresh meats have caused consumers to take hold more freely. Butter dull; the supply exceeding the demand. The market favors buyers, the principal inquiry being for choice lots. Apples—The receipts were large; prices weak and unsettled, the tendency being downward. Hay—The business we have before noted has been maintained. There seems to be purchasers for all that comes in by river and rail. Potatoes—Prices uncertain, being governed altogether by the receipts. Other articles remain unchanged.

**Receipts of Iron.**

Receipts of iron ore and pig iron for the week ending Saturday were:

| | Ore. Tons. | Pig Iron. Tons. |
|---|---|---|
| Iron Mountain Railroad | 2,870 | 130 |
| Atlantic and Pacific | 310 | |

—*St. Louis Republican.*

## New York Finance and Trade.

**Gold Closed at 113⅛@113⅝.**

NEW YORK, July 6—P. M.

GOLD.

Gold weaker, owing to the decline in foreign exchange, closing at 113⅛@113⅝. From 1 to 2 per cent. carrying this morning and from 1 to 2 for use this afternoon. Clearings about $55,000,000. Awards at the Treasury sale $1,000,000 at 112.38.

MONEY

Easy at 3 @ 7 cent.

EXCHANGE.

Sterling exchange 109¾.

GOVERNMENTS

The decline in gold and the sales to realize the recent short advance in prices have resulted in a lower market to-day for Government bonds.

| | | | |
|---|---|---|---|
| Coupons, 1881 | 115½ | 5-20s, 1867 | 113½ |
| 5-20s, 1862 | 114½ | 5-20s, 1868 | 113½ |
| 5-20s, 1864 | 114½ | 10-40s | 112½ |
| 5-20s, 1865 | 114½ | Currency 6s | 119½ |
| 5-20s, 1865, new | 113½ | | |

STATE SECURITIES

Dull but strong.

| | | | |
|---|---|---|---|
| Missouris | 95½ | Virginias, old | 64½ |
| Tennessees, old | 72 | North Carolinas, old | 42 |
| Tennessees, new | 71½ | North Carolinas, new | 37 |
| Virginias, new | 66 | | |

STOCKS.

Stocks active and buoyant, except Rock Island. It is reported to-day that the Southern Railroad will be consolidated with the Rock Island, which will have a tendency to depress the latter, and may momentarily cause a decline in the remainder of the list. Lake Shore has been the strongest on the list, and the market closed steady.

| | | | |
|---|---|---|---|
| W. U. Telegraph | 58½ | Northwestern Pref'd | 91½ |
| Quicksilver | 17½ | Rock Island | 108¾ |
| Mariposa | 9½ | Pittsburgh | 91½ |
| Preferred | 58½ | St. Paul | 61½ |
| Adams Express | 46 | Preferred | 80½ |
| Wells-Fargo Express | 45 | Wabash | 39¾ |
| Ameri'n Express | 53 | Preferred | 69¾ |
| United States Express | 53½ | Fort Wayne | 99½ |
| Pacific Mail | 42¾ | Terre Haute | 9¾ |
| New York Central | 97 | Preferred | 26 |
| New York Cent. Scrip | 92 | Chicago and Alton | 92½ |
| Erie | 27½ | Preferred | 122 |
| Preferred | 50 | Ohio and Mississippi | 47 |
| Harlem | 126½ | Cleve., Col. and Cin | 80 |
| Preferred | 132 | Burlington and Quincy | 116 |
| Reading | 111 | Illinois Central | 117½ |
| Michigan Central | 116 | Cleveland and Pittsburgh | 92½ |
| Cleveland & Pittsburgh | 117½ | Central Pacific Bonds | 90 |
| Northwestern | 79 | Union | 89½ |

## MARKETS BY TELEGRAPH.

**Chicago Market.**

CHICAGO, July 6, 1871.

FLOUR—Dull and nominal.

WHEAT—No 2 spring moderately active at $1 20@1 21 cash; closed quiet at $1 20 for July; this afternoon quiet at $1 19½ for July.

CORN—No 2 mixed fairly active and ½@¾c higher; closed at 31½@31¾c.

OATS—No 2 quiet; closed at 45¼c.

RYE—No 2 moderately active; closed at 67@67½c.

BARLEY—No 2 dull at 86c.

HOGS—Active and 10c lower at $3 90@4 30; receipts 4,000; shipments 3,000.

CATTLE—Easier and 12½c lower at $3 50@6 37.

**New York Market.**

NEW YORK, July 6.—Cotton—Demand good at full prices middling upland 20¾c. Flour dull and unchanged; superfine western and State $4 75@5 00; common to fair extra $5 10@6 05; good to choice $5 90@6 80; white western extra $6 50@7 00; Ohio extra $5 90@6 80; St. Louis $5 90@6 90. Rye flour $4 10@5 80. Corn meal quiet. Whisky firmer at 94c@95c. Wheat firm. The demand for a freight has strengthened the export demand; spring No. 2 $1 43@1 44; red and amber $1 47@1 50; winter red Michigan $1 52. Rye barley and malt quiet. Corn about 1c better and more active; mixed 62@63c; good to choice 71@73c; yellow 72@73c. Oats quiet, but steady. Pork quiet. Beef steady. Cut meats and middles unchanged. Lard steady; prime steam 9¾@9¾c; kettle dried 10c. Butter and cheese unchanged.

**New York Dry Goods Market.**

NEW YORK, July 6.—Dry goods. The market is quiet, yet the tendency in the price of goods is towards hardening rates, in sympathy with all raw materials. There is a large jobbing houses, in the meantime, are doing a fair business. Buyers are the most important changes noticeable to-day: Cabot 42-inch bleached muslins are advanced from 15c to 16c; 40-inch do. 14c to 15c; Pepperell 4-4 bleached sheetings from 21 to 22c; Manhattan ticks from 16c to 17c; Lyman sanforized drills 21c; Bay mills bleached muslins from 17 to 17½c; Great Falls from 15½ to 16c; Amoskeag A's bleached drills advanced at 15½c; Indian orchard improved corset jeans 12½c.

**New York Cattle Market.**

NEW YORK, July 6.—With 2,000 cattle there is no change in prices; the market is fairly active at 10@12½c for quite large sales at 9½c; 4,000 sheep; cattle 10@12½c for quite poor up to prime; one lot, 78 cwt Texans brought 12½c. Sheep fairly active; 9½@10c for poor to prime. Missouri 11@11½c.

Sheep—Receipts 3,800 and market strong at a little advance for prime, or 5@6½c; two cars Ohio, 90 lbs, $6 00 to head; a car, 80 lbs, $5 75; a car, 84 lbs, $6 25; a car, 90 lbs, 6½c. Lambs doing well, Western selling at 7@8½c; State and Jerseys 8@10c.

Hogs—Receipts to-day 2,500; market stronger, or 5@6c for live; a car 200 lbs 5½c, 5½@6c, dead.

**Buffalo Cattle Market.**

BUFFALO, July 6.—Cattle—The liberal receipts which reach 475 cars against 425 last week, had a bad effect on the market, and prices declined 10@15c. Sales of 1,000 head at as follows: 300 Ohio steers 1,235 to 1,500 lbs, $5 30@5 50; 21 Ohio heifers 1,075 lbs, $4 75; 260 Illinois steers, 1,200 to 1,400 lbs, $5 25@5 50; 25 do, $5 50@5 80; 15 Missouri 1,050 to 1,372 lbs $5 00. Sheep quite active and all offerings disposed of at steady grades for the season of last week's closing rates. Lambs dull and unchanged; sales to-day 1,5 8 Canada lambs, 54 to 62 lbs, at 7½c, and 1,000 Canada sheep from 166 to 178 lbs, at $4 50@4 75; 101 Michigan 70 lbs at $4 50; 1,200 Ohio 75 lbs, at $4 75@5 00. Hogs quiet at $4 60@4 85 for common to good shipping.

**Louisville Market.**

LOUISVILLE, July 6.—Tobacco active and moderately firm; sales 239 hhds at unchanged prices. Flour in fair local and coastwise demand and market well supplied; extra family $6 25. Wheat—new ranges from $1 25 to 1 35, as to quality; old supply light and held at $1 50. Oats in moderate demand; sales from store at 50c, sacked. Corn in light order demand; sales shelled, sacked, at 32c. Rye quiet; new on arrival 75@80c. Barley—new on arrival. Provisions buoyant and very firm; mess pork held at $16; bacon shoulders, 12c; do sides, clear rib, 16c; do clear 15c, packed; hams, sugar-cured, 18½c; do plain 14½c, packed. Lard 10½@11½c. Whisky firmer; sales at 90c.

**Cincinnati Market.**

CINCINNATI, July 6.—Cotton easier; middlings 20½c. Flour quiet and unchanged. Family $5 40@5 60. Wheat dull and unsettled; sales new $1 20@1 25. Corn firm at 35@36c. Rye active and advanced to 86c@81 10, the latter for No 1. Oats steady at 45@46c. Barley dull and nominal. Provisions active and advanced. Molasses active and advanced 3c for New Orleans. Lard in fair demand at 10½c. Bulk meats firm but in light demand at $15 50 asked. Lard in light demand at 10½c asked. Bacon in good demand and firm at 15½@16½c asked. Bacon closed dull at 16@16½c. Hogs $4 25@4 35. Whisky active and advanced to 90c.

**Toledo Market.**

TOLEDO, July 6.—Flour firm. Wheat active and advanced 3@4c. No 2 white Wabash, new, $1 23; old $1 26. No 3 do $1 20@1 22. No 1 white Michigan $1 20; amber Michigan $1 26. No 1 red $1 20; amber $1 25. No 2 do $1 23. No 1 white Wabash $1 40. No 1 amber Illinois $1 45@1 47. No 2 do $1 43. Corn in better and more active; high mixed 56½@56½c; low do 56c; yellow 57c; Michigan 56c. Oats quiet and unchanged. No 1 66c; Michigan 56c.

**Cleveland Market.**

CLEVELAND, July 6.—Flour quiet and weak. Wheat firmer; sales 1,000 bushels No 1 red winter at $1 21; No 2 $1 20; 1,000 bushels seller September at $1 23. Corn quiet and unchanged; high mixed 56c. Oats steady; sales 1,000 bush at 36c. Petroleum quiet and unchanged.

**Philadelphia Market.**

PHILADELPHIA, July 6.—Flour—no export demand; Indiana and Ohio $7 00@7 50. Wheat dull and declined; prime to choice new red Delaware $1 40@1 42. Corn firm; yellow 56c; mixed western 52@53c. Oats 42@46c. Crude petroleum 13½c; refined 25¾@25¾c. Whisky 94c.

**Baltimore Market.**

BALTIMORE, July 6.—Flour dull; western family $7 00@7 75. Wheat quiet; Ohio and Indiana $1 30@1 35. Corn scarce and dull; mixed western 72@73c; yellow 73@75c. Provisions unchanged. Whisky firmer at 90½@91c.

**Milwaukee Market.**

MILWAUKEE, July 6.—Flour—Spring quiet at $5 25@5 50 Wheat—No. 2 quiet at $1 22½@1 22¾ cash, $1 23½ seller inst half. Oats—No. 2 firm at 45½c. Corn—No. 2 mixed 52c. Rye dull at 76c. Barley dull and nominal.

**Detroit Market.**

DETROIT, July 6.—Wheat dull and drooping; No 1 white $1 30; fancy $1 42. Corn steady at 39c. Oats 36@37c. Potatoes quiet at $1 65.

**New Orleans Grocery Market.**

NEW ORLEANS, July 6.—Sugar in good demand; common 9½c; prime 11½@11¾c; choice 12c.

## CLASS MANUFACTURERS.


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ESTABLISHED 1808.

BAKEWELL, PEARS & CO.,

Factory BINGHAM STREET, Birmingham. Warehouse 31 and 33 WOOD ST., Pittsburgh.

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E. E. CAMPBELL, W. PAUL.

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RIFLES, SHOT GUNS, REVOLVERS.

Caps, Powder, Shot, Wads, Bullets, Game Bags, Shot Belts, Powder Flasks, Gun Materials and Sporting Goods of every description at very low prices. Liberal exclusively in Fire Arms and Gun Material, and have the only full assortment in the city, and sell at lower prices than can be had anywhere in the country. Call and see, or send for a Price List before purchasing elsewhere. Firearms neatly and promptly repaired. Guns for hire. Tents for sale. Army Rifles, Carbines and Revolvers bought or traded for.

J. H. JOHNSTON,

GREAT WESTERN GUN WORKS, 179 SMITHFIELD STREET, Pittsburgh, Pa.


## OCEAN STEAMERS.

**Date of Departures from New York.**

| | | |
|---|---|---|
| Australia | July 8 | Glasgow. |
| Scotia | July 12 | Liverpool. |
| Dacian | July 12 | Glasgow. |
| Wyoming | July 12 | Liverpool. |
| Iona | July 15 | Glasgow. |
| Lafayette | July 18 | Havre. |
| Brittania | July 15 | Glasgow. |
| Algeria | July 15 | Liverpool. |
| Vandalia | July 18 | Hamburg. |
| Java | July 19 | Liverpool. |
| Minnesota | July 19 | Liverpool. |
| Iowa | July 19 | Glasgow. |
| Europa | July 22 | Liverpool. |
| Mysia | July 22 | Liverpool. |
| Siberia | July 22 | Liverpool. |
| Russia | July 26 | Liverpool. |
| Idaho | July 26 | Liverpool. |
| Ismaelia | July 26 | Glasgow. |
| India | July 29 | Glasgow. |
| Calabria | July 29 | Liverpool. |
| St. Laurent | July 29 | Havre. |

## RIVER NEWS.

**ARRIVALS AND DEPARTURES.**

**Arrived.**

| | | |
|---|---|---|
| Elector | Doyle | Geneva. |
| E. Bennett | Carmack | Geneva. |
| Elizabeth | Houghton | Elizabeth. |

**Departed.**

| | | |
|---|---|---|
| Geneva | M. A. Cox | Geneva. |
| E. Bennett | Carmack | Geneva. |
| Elizabeth | Houghton | Elizabeth. |
| West Virginia | Donaldson | Geneva. |

Monongahela—Twenty-two inches and falling.

**This Day's Packets.**

Brownsville and Geneva...Mail Packets, 8 A.M.5 P.M.

THE marks last evening indicated twenty-two inches and falling. Business on the lower landing continues suspended.

THE bar in front of the city continues to rise.

BOATS make their trips regularly in the Slackwater.

WM. H. ATKINSON, late pilot of the Red Cloud, has married Miss Mary Stockman, of New Orleans.

THE Frolic has taken the place of the Bradish Johnson in the New Orleans and coast trade.

THE packet West Virginia left last evening for Geneva with a good trip.

IF the river gets any lower the Brill will enter the Pittsburgh and Geneva trade, for which she is admirably adapted.

THE weather yesterday in the forenoon was excessively warm, but later in the day it was cloudy, with indications of rain.

THE most important question to coal men is, when will there be a towboat rise this season? which is easier asked than answered.

THE steamer Cheftain has been laid up in order to undergo thorough and ample repairs. The line for the present will consist of the Geneva, E. Bennett and Elector.

THE new and splendid side wheeler "Geneva," Captain Cox, left yesterday on her first trip for Geneva. She will leave on her second trip this afternoon at 5 P. M. Word to the wise.

BY reference to our advertising columns it will be seen that the water will be with drawn from Pool No. 1 on or before the 17th, for the purpose of repairing the bottom of lock No. 1. Boat owners would do well to bear this in mind and govern themselves accordingly.

THE H. D. Durfee arrived at Sioux City on Thursday from Grand river. On Monday met the Silver Lake on the 28th at Johnson's wood yard. She took aboard and brought to Sioux City five or six passengers and several tons of damaged freight from the Ida Rees.

OFFICIAL SURVEY OF THE OHIO RIVER FROM PITTSBURGH TO CAIRO.—At the request of our river friends we have published a third edition of this important guide, with various improvements. It can be obtained at the COMMERCIAL office at ten cents per copy, or three copies for twenty-five cents.

THE Geneva packets on the slack water arrive and depart on time. These boats were built expressly for the trade, and are in charge of careful and attentive officers. If you want any further information call on Captain A. S. Carlisle, on the wharf boat. Eight A. M. and five P. M. are the hours of departure.

ST. LOUIS.—The *Democrat* says: The Western Rowing Club is composed of young men of respectability, who have purchased a boat for the purpose of practising the muscular art of rowing. They have others without, but made very little noise about it. The ladies of the southern part of the city have prepared a beautiful flag for the club.

THE New Orleans *Bulletin* of Thursday says: The Peerless turned over her freight to the cherokee yesterday and laid up. The Florence and Marldover are laid up for the season. The Tallev commences weekly trips to Shreveport next Tuesday under command of her owner, Captain W. G. Harrison. The Jennie Howell enters the Ouachita trade in place of the D. L. Talley.

THE pilots of the steamer La Belle agree with those of the Tidal Wave, as regards the swiftness of the current at the mouth of Red river. The Mississippi is so much lower than Red river that the water rushes out of the latter into the former with such velocity that it creates a roaring sound resembling that of a considerable cascade. Besides this the steamer almost comes to a halt at several points, and was nearly two hours running from the mouth to a point ten miles above it.

FAST PASSAGES.—The steamship City of Brooklyn, commanded by Capt. Brooks, and belonging to the Liverpool, New York and Philadelphia Steamship Company's line, has just made a very quick trip from Liverpool to New York, and left the former harbor on the 17th ult, and arrived at Queenstown at 1 A. M., June 26, making the passage in 8 days and 6 hours. The steamer City of Merida, Capt. Baker, of F. Alexandre & Sons' line to Havana and Mexico, arrived at New York on June 28, having made the passage from Havana in 4 days and 15 hours. The fastest recorded time. The ship Charger, Capt. Creighman, has just made the passage from Cardiff, Wales, to Singapore, India, in 89 days—a very fast trip. She is owned by Mr. H. Hastings, of Boston.

THE steamer Viola Belle left Grand river, June 27th, and passed the Ida Stockdale above Cheyenne Agency; she all night at Willow Island; Silver Lake arrived up on the 28th left at daylight, and met the steamer Far West at Crow Creek Agency; lay by at Bon Homme Agency 29th and 30th; on the latter met the Miner at Smutty Bear's Camp; passed the E. H. Durfee, at St. Helena, and arrived at Sioux City at 1 P. M., having been detained over 12 hours, and was 10½ days on the trip from Sioux City; but two days by breakage of machinery. On the days from St. Louis, and lost seven days by breakage of her doctor and machinery, and two days at Sioux City. Below Paschal's Island she encountered a very heavy storm, which lasted two hours. It blew the Lonisville from her moorings at Grand river to the opposite side of the river.

THE Louisville *Commercial* says: The following letter has been received by M. L. Mitchell, Esq., a member of the firm of G. W. Shields & Co., assignees of Shields' patent steam generator:

ON BOARD STEAMER CAMELIA, June 30, 1871.

*M. L. Mitchell, Esq.*

DEAR SIR: The generator is working finely, and surpasses all expectations. The officers of this boat are sure of saving what we guaranteed to them, 20 per cent. in fuel, and it is thought fully 25 per cent. will be saved. Everything about the apparatus is perfectly tight, and has not given a particle of trouble. The coal men along the river are not pleased with it, as their business is somewhat interfered with. This steamer can be run one hundred and thirty miles on 12 bbls of coal, as will be fully shown before our return to Louisville. Yours, &c., G. W. SHIELDS.

**The Month's Business.**

The harbor master has collected during the month of June wharfage dues as follows:

| | |
|---|---|
| On steamboats | $ 4,570 |
| On miscellaneous craft | 23,714 |
| Total wharfage | $28,284 |

ARRIVALS FOR THE MONTH.

| | | | |
|---|---|---|---|
| Ohio river | 16 | Upper Miss. river | 42 |
| Illinois river | 15 | Lower Miss. river | 25 |
| Tennessee river | 4 | Missouri river | 25 |
| Arkansas river | 4 | Red river | 3 |
| Packets | | | 28 |
| Barges | | | 93 |
| Canal boats | | | 10 |

DEPARTURES.

| | |
|---|---|
| Total number of departures | 179 |

MARINE HOSPITAL, ST. LOUIS.

Number of patients admitted and remaining on hand at the Marine Hospital, St. Louis, Mo., for the month of June, 1871:

| | |
|---|---|
| On hand from last month—White 25; colored 16. Total, 33. | |
| Admitted during the month—White, 27; colored, 6. Total, 33 | |
| Discharged during the month—White, 22; colored, 9. Total, 31. | |
| Died during the month—White, 1; colored, 1. Total, 2. | |
| Remaining on hand June 30—White, 27; colored, 5. Total, 32. | |

S. H. MELCHER,
Surgeon in charge.

CUSTOM HOUSE REPORTS.

Marine Department of the St. Louis Custom House, quarter ending June 30, 1871:

| | | |
|---|---|---|
| Sales of vessels during the quarter | | 24 |
| | No. | Tons. |
| Steamers inspected | 54 | 24,099 |
| Steamers enrolled and licensed | 26 | 12,567 |
| Steamers licensed | 26 | 14,810 |
| Barges enrolled and licensed | 11 | 3,920 |
| Barges licensed | 22 | 12,794 |
| Total | 85 | 43,531 |
| Admissions to Marine Hospital | | 94 |
| Nationality as follows: | | |
| United States (white) | 26 | |
| United States (colored) | 2 | |
| Germany | 26 | |
| England | 13 | |
| Canada | 3 | |
| Wales | | |
| Italy | | |
| Scotland | | |
| | 94 | |

NELSON YOUNG, Deputy Surveyor.

—*St. Louis Republican.*

## IMPORTS BY RAIL AND RIVER.

**Pennsylvania Railroad.**

THROUGH FREIGHT FROM NEW YORK.

J S Dilworth, 48 bbls sugar. Reed & Johnson, 11 pkgs soap grease. Chas. McClellan & Co, 5 bbls dry goods. Clouse, Schoneck & Co, 4 pkgs mdse. Davis Chambers, 14 bbls paint and oil. Marshal, Bros & Co, 10 bbls whsk. Tatton, B & Co, 8 cases mdse. Rodney & Co, 2 pkgs stationery. G. A. Kelly, 3 pkgs drugs. E. & C. Mc-Guinn, 3 pkgs confectionery. J. M. Arly, 1 bx mdse, 41 pkgs crutches and steel. J. M. Arly, 1 bx mdse. H W Bidwell, 5 bbls flour. Bailey, P & C, 6 pkgs to ware. H W Buffum, 1 wagon cushion. Fred Ecort, 2 bbls wine. Jay Fleming, A C, 25 bxs tin. B L Fahnestock, 1 bx to drugs. Hussey & Co, 4 bbls h lead. Haxorth & D, 40 pkgs mdse. G. Hussey & Co, 2 do wine. Fred Hassler, cigars. Johnson & C, 1 do indigo. T C Jenkins, 4 pkgs fit. Kay, Brother & Co, 2 bbls mdse. J Porterfield, 1 bx to prunes. W and D Rinehart, 10 bxs licorice. Reese, Graff & Co, 3 cs to cards. J P Smith, Son & Co, 20 bls glass. R E Sellers co, 1 bbl bl black ng. J M McCullough, 1 case c coal. J Gerhardt, 1 bale mattress. D Berg, 6 bbls to drugs. S Grove son, roll cpt. M M Schneider, 1 bx p w. J Vogle, 1 bale dry goods.

ALLEGHENY STATION.

A Ortlieb & Co, 12 bbls rockers. Chas Rois, 8 kegs barley, 51 cut meal, 10 bxs farina. W H Bell, 1 sheet iron. Chas Hutchinson, 25 doz brooms. W

# THE VERY LATEST.

# EUROPE.

## BY THE ATLANTIC CABLE.

**By Term of Office of Thiers to be Extended Two Years—MacMahon to Command the Entire French Army—Emperor William Convalescent—The German Prince Imperial in London—Count Bernstorff to be Decorated with the Order of the Black Eagle, &c., &c.**

**Singular Proposition from the Jury in the Tichborne Case.**

Special to the World.]

LONDON, July 6.—The jury in the Tichborne case privately informed the Judge that they were convinced that the plaintiff was an imposter, and that they were ready to give a verdict to that effect without hearing a single witness for the defense. The Judge refused to give his consent, and the trial will proceed.

**Arrival of the Prince Imperial of Germany—Count Bernstorff to be Decorated.**

LONDON, July 6.—Frederick William, Crown Prince of Prussia, and Prince Imperial of Germany, accompanied by the Princess Victoria, arrived in London this evening and was received at the station by the Prince and Princess of Wales. The Crown Prince brings with him the order of the Black Eagle, which he will confer on Count Bernstorff, the German Ambassador to the Court of St. James.

**Emperor William Convalescent.**

BERLIN, July 6.—Emperor William has nearly recovered from his recent attack of rheumatism.

**Thiers' Power to be Extended Two Years—MacMahon to Command the Entire Army.**

PARIS, July 6.—The Republican press are annoyed at the continuance of the state of siege in Paris, which they declare is needless and oppressive. It is said that the first act of the Assembly, as soon as the newly elected deputies have taken their seats, will be to prolong the power of Thiers as chief executive of the nation for two years.

A proposition is mooted intrusting to Marshal MacMahon the command of the entire army, in order to give greater unity to the force, which will soon amount to 300,000 men.

**Trial of Communists.**

A court martial for the trial of Communists now under arrest will take up the cases in the following order: First, members of the Central Committee; persons who have usurped public functions, and last, those generally compromised in the insurrection. Rossell will be tried before a special tribunal.

**Caution Money Required.**

VERSAILLES, July 6.—The Assembly passed the law requiring caution money from the press, by a vote of 317 to 199.

## NEWS SUMMARY

*BY TELEGRAPH.*

A water spout between Reno and Mucker, Nevada, on Wednesday washed a large wall of earth and rocks upon the track of the Central Pacific Railroad, which threw the westward freight train off the track. Considerable damage, but no lives lost.

Dr. Barstow, of San Francisco, who shot himself in the head with a pistol last week, the bullet lodging in his brain, is recovering.

An Italian in San Francisco having hoisted flags inscribed *Vive Italie Romae Capitali*, umbrage was taken by the ultra Catholics, and some threats were made to tear it down. The Italians yesterday paraded the streets with the American and Italian flags, greatly excited, shouting *Viva Garibaldi, a bas le Pope.*

A Little Rock, Arkansas, dispatch says: The *expose* of Superintendent Tannersly, of the Penitentiary, by the *Gazette* this morning, has created an immense sensation. It is understood he will reply in to-morrow's *Republican*, endeavoring to throw discredit on the officer making the statement.

On Wednesday a man named Geiger, the name of Jennings, between Little Rock and Danville, Ark., was accidentally shot by a pistol falling from the seat to the bottom of the mail cart, exploding and sending a ball into his body. His wound is considered fatal.

A Havana telegram says Ruiz Leon has renounced the directorship of the *Voz de Cuba*. Señor Triary will be his successor. Señor Gelp, formerly of the *Prensa*, will soon start a journal. It is reported the French steamer Washington is ashore at Martinique.

The New England Press Association will arrive in Montreal on Tuesday next. It is reported that the party will number about 400.

President Grant and Gen. Porter arrived at Newark, N. J., yesterday, and are the guests of Senator Frelinghuysen. Secretary Robeson and Judge Bradley of the Supreme Court, are also there.

The semi-annual review of the trade of San Francisco shows a healthy increase over former years. There is a large accumulation of coin and bullion there.

John Phillips, a lunatic, was sent to the Louisville city hospital, in the absence of a more suitable place for such cases, on Wednesday. He seized and swallowed a bottle of Brown Sequard's epilepsy specific, a fatal dose of course.

John Claiborne, a well-known Southern journalist, late of the New Orleans *Picayune*, died in Nashville at seven P. M. yesterday.

Dennis Abe, at a fire in a boarding house in Third street, San Francisco, yesterday morning, saved his wife and children, and returning to save his money perished in the flames.

Baron Geroldt and family sailed from Baltimore on Wednesday in the steamer Berlin for Europe.

A sharp earthquake was felt at Visilia, Cal., on Wednesday. No damage done.

The Forest City Club, of Cleveland, beat the Mutuals, of New York, at base ball yesterday, by a score of 16 to 5.

## ENFORCING THE LAW.

**Forty-five True Bills Found for Violations of the Enforcement Act.**

MEMPHIS, July 6.—The *Avalanche's* Oxford special says: The June term of the United States District Court of the Northern District of Mississippi closed to-day. During the term the Grand Jury returned forty-five true bills under the enforcement act, embracing over three hundred persons for whipping, frightening and committing outrages upon negroes, natives and carpet-baggers. The Grand Jury was in session five weeks. Twenty persons accused of various crimes under the same act have been instructed on bail to appear for trial at the December term.

## POLITICAL.

WILMINGTON, N. C., July 6.—The Republican County Convention met here to-day, and by acclamation nominated for members of the State Constitutional Convention Jos. C. Abbott, Judge Edward Cartwal, and George L. Mabson. The latter gentleman is a colored lawyer, who returned from Liberia to the bar, and now a member of the Legislature.

CONCORD, N. H., July 6.—In the Senate this afternoon the House resolution removing by address Sheriff Mo...on, of Rockingham county, and Hamilton C. Perkins, Judge of Probate of Merrimac county, passed. There is no prospect of adjournment this week. The removal of the Sheriff of Rockingham county and Judge of Probate for Merrimac county cannot be considered as committing Senator Smith, as the officers removed were supported but feebly by the Republicans and no regrets are expressed at the action taken.

### ADDITIONAL RIVER DISPATCHES.

**Little Rock, Ark.**

LITTLE ROCK, July 6.—It was very warm to-day, the thermometer reaching ninety-three. The river is getting very low, there being only two inches of water reported above, and thirty inches below here.

**Cincinnati.**

CINCINNATI, July 6.—River six feet nine. Arrived—Kate Robinson, St. Louis. Departed—Belle Howland, St. Louis and Red river.

**Memphis.**

MEMPHIS, July 6.—Clear and warm. River falling slowly. Up—Bostona, City of Chester and C. B. Church. Down—Julia and Commonwealth.

**Vicksburg.**

VICKSBURG, July 6.—Up—Mary Miller, 10 A. M., Colorado, 7 A. M. Warm and clear. River falling.

**Cairo.**

CAIRO, July 6.—Port list: Minneola, Cincinnati to Memphis, 10 P. M.; Arkansas Belle, Evansville packet, 11 P. M.; Henry C. Yeager, New Orleans to St. Louis, 11 P. M.; Chesapeake, Orleans to St. Louis, 11 A. M.; City of Vicksburg, Vicksburg to St. Louis, 11 A. M.; Columbia, Arkansas river to St. Louis, 11 A. M.; Messenger, Cincinnati to St. Louis, 1 P. M.; Florence, St. Louis to Ohio river; Grand Tower, St. Louis to Memphis, 4 P. M.; Glencoe, New Orleans to Louisville, 7 P. M.; Idlewild, Evansville packet, 9 P. M. River fell two inches. Clear; thermometer 92.

**St. Louis.**

ST. LOUIS, July 6.—Arrived—Harry Johnson, Keokuk; Marble City, Memphis; City of Pekin, Peoria; W. J. Lewis, Kansas city; Champion, Cincinnati; John Kyle, Ivory Combs, Arkansas river; Red river via New Orleans. Departed—Mountaineer, Arkansas river; Mollie Able, Memphis; St. Louis, Vicksburg; Harry Johnson, Keokuk; Northwestern, St. Paul; Utah and barges, Peoria. River rising slowly. Weather clear and warm. Heavy rain early this morning.

**Louisville.**

LOUISVILLE, July 6.—Sheds declining, with one foot ten in the chute, and three feet ten in the canal. Clear and very warm; mercury 96. No business. The Exchange and barges, Memphis; Bostona, Cincinnati, passed up. The cargo of the Leonidas was removed Monday. The Camella has laid up till a more favorable season. Nearly all the large boats have gone to the bank.

**Evansville.**

EVANSVILLE, July 6.—Weather clear and hot; mercury 94. River risen four inches. Port list: Up—Dickerson, Paducah; Hamilton, Ohio; Fayette, 9 A. M.; R. C. Gray, 11 A. M. Down—Virginia, 8 A. M.; Bowling Green, 9 A. M.; Mary Ament and Eddyville, 4 P. M.; Tradesman, 6:30 P. M. Business dull.

**Nashville.**

NASHVILLE, July 6.—River falling, with thirty inches on Harpeth shoals. Weather clear and hot. Arrived—Burkesville, Cairo.

**New Orleans.**

NEW ORLEANS, July 6.—No arrivals. Departed—Ice and barges, St. Louis, last night.

**Titusville Petroleum Market.**

TITUSVILLE, July 6.—The *Courier* reports the petroleum market for the 6th as follows:

| SALES. | |
|---|---|
| 700 bbls upper road, spot | $4 60 |
| 1,000 bbls upper road, spot | 4 70 |
| 1,000 bbls upper road, spot, A. T. Co | 4 75 |
| 1,000 bbls upper road, b. 30 days | 4 77½ |
| 1,000 bbls upper road, regular | 4 75 |
| 2,000 bbls upper road, s. o. July | 4 75 |
| 2,500 bbls lower road, s. o. 30 days | 4 77½ |
| 2,500 bbls lower road, s. o. 90 days | 4 77½ |
| 5,000 bbls lower road, s. o. 90 days | 4 90 |
| 1,000 bbls Oil City, 46 gravity | 5 15 |

The market opened firm and was steady during the day, became somewhat excited towards the close, and considerably advanced terms have been acceded to by several operators. On the upper road sellers were pretty firm at the advanced quotations. A small amount of oil was taken, but did not learn definitely of any sales. It was reported at $5 was paid on the lower road. The market closed firm.

**COTTON MARKETS.**

**Charleston.**

CHARLESTON, July 6.—Cotton quiet; middlings 29c; net receipts 128 bales; exports coastwise 483 bales; sales 150 bales; stock 3,310 bales.

**Mobile.**

MOBILE, July 6.—Cotton quiet; middlings 29½c; net receipts 130 bales; exports coastwise 147 bales; sales 100 bales; stock 16,420 bales.

**Savannah.**

SAVANNAH, July 6.—Cotton feeding downward; middling 29c; net receipts 187 bales; sales 50 bales; stock 6,779 bales.

**Galveston.**

GALVESTON, July 6.—Cotton quiet; good ordinary 26c; net receipts 32 bales; exports to Great Britain 500 bales; stock 16,714 bales.

**Baltimore Cattle Market.**

BALTIMORE, July 6.—Cattle market active and slightly higher; very best on sale to-day 6@6c; first quality 5@5½c; second 4½@5c; ordinary 3½@4½c; receipts, 1,116; sales, 1,116. Hogs—The supply equals the demand; market unchanged; receipts of 6 loads; sales, 4,861. Sheep—Market active and unchanged; receipts, 4,861. Lambs—Market active and unchanged; receipts, 2,874.

# THE CROPS.

## Report of the Agricultural Department for June.

**More than an Average Crop of Wheat, Corn and Oats Assured—The Prospects of Fruit Crops Favorable—Yield of Cotton Small.**

**Special Dispatch to the Commercial.**

WASHINGTON, D. C., July 6, 1871.

In making its report for June, the Agricultural Department submits the following conditions of crop prospects: According to the reception of the latest advices, cotton shows a decrease in acreage, and it is believed that the yield for 1871 will amount to the lowest estimate already given, which is about two million bales.

Wheat—The acreage has been increased. The yield has fallen off in some sections, and increased in others, so that an average will be more than realized. Among the States showing an increase of acreage and amount are the following: Ohio, six per cent.; Michigan, four; Wisconsin, four; Minnesota, ten; Iowa, fifteen; Kansas, thirty; Nebraska, twenty-five; Oregon, three. A small decrease appears in the New England States. Pennsylvania shows a reduction of two per cent.; Maryland, three; Kentucky, two; Indiana, two; Mississippi, two; South Carolina, eight. The average increase in acreage planted is four per cent., or about 750,000 acres. Fine crops are assured from Missouri, Ohio, Wisconsin, Iowa, Illinois, Michigan and Minnesota, although the season has not been uniformly favorable. Kansas and Nebraska make the largest showing, both in increase in acreage as well as yield.

The acreage of corn will not be forthcoming until next month. Reports received indicate a large yield in all sections of the country.

Few advices have been received from the sugar districts, but the indications are that the crop will be fully three-fourths above the average.

Oats have suffered in the Atlantic States and Ohio Valley from dry weather, but the crop in other States will be more than an average, especially in Kansas and Nebraska.

The fruit yield will be more than an average, except in the Northwestern States, where frosts have somewhat damaged the prospects.

WASHINGTON, D. C., July 6, 1871.

**TESTIMONY IN THE KU-KLUX INVESTIGATION.**

The Ku-Klux Investigating Committee to-day examined Judge Pettis and Col. Pugh, of Alabama. Their testimony was corroborative of the evidence previously given by Governor Lindsay and others, that no such organization as Ku-Klux exists in Alabama, and that good order and respect for law prevails in that State. Col. Pugh at the outbreak of the war was a member of Congress from Alabama, and was afterwards a member of the Confederate Congress from the same State. J. M. Justice, of Rutherford county, North Carolina, a prominent native Republican and member of the Legislature of that State, was examined prior to the examination of Pettis and Pugh, and gave very direct testimony in relation to the affairs in his section. He testified that some five weeks ago a party of forty or fifty armed and disguised men came to his house, took him out of bed, and in the presence of his family beat him fearfully with clubs and pistols, then carried him about a mile, and threatening his life, made him promise not to come to Washington and testify concerning various outrages which had been previously committed in that vicinity. They then left him, and he managed to get home, where he was confined to bed for several days from the effects of internal injuries caused by the beating. He swore he believed that this outrage was committed by order of a regular system of political intimidation, and were not merely neighborhood quarrels. He believed his family in the evidence of Ku-Klux in North Carolina.

GENERAL SPINNER

Will leave Europe on the 28th instant for this country.

SUPERVISING STEAMBOAT INSPECTORS' REPORT.

The Board of Supervising Steamboat Inspectors expect to make a report to the Secretary of the Treasury in a week or ten days.

THE CONDITION OF THE CROPS.

The regular monthly statement of the condition of the crops will not be ready before the latter part of next week. The cotton reports continue unfavorable.

SOWEN'S PARDON

Has not yet been received. The blank form was mailed to the President on last Saturday.

CLAIMS FOR HORSES, MULES, ETC.

Second Comptroller Brodhead decides that the repeal by the act of July 12th, 1870, of the indefinite appropriation for the payment of claims for horses, mules, etc., lost or destroyed during war in the military service, does not prevent action at the Treasury upon this class of claims. When there are no legal objections to entertaining these claims, the Auditor can report the case as usual to the Comptroller, and if approved the sum allowed stands as an adjudicated claim to be paid when Congress makes the necessary appropriation.

## MEXICO.

**Juarez's Re-election Considered Certain—Fraud and Corruption Indulged in by All Parties—Mining Brisk—Railway Matters.**

CITY OF MEXICO, *via* HAVANA, July 6.—Trustworthy information received here is that Juarez will have a majority over Lerdo de Diaz jointly, and that the choice of President will not devolve upon Congress. The Juarists will have a majority in Congress also. It is not deemed likely that any attempt will be made to inaugurate revolution, but if the attempt is made there is confidence that the revolution begun would soon have an end. All parties were guilty of violence and fraud at the elections and a commission appointed by Congress has declared the election in the Capital illegal. However, the people are very little concerned about the election. The politicians only are said to be much exercised about them. The reorganization of the Cabinet is expected to begin soon.

The country is quiet. Business is dull, but mining is increasing, and the mines closed since the war with Spain are again working. The Spanish Minister is well received. There is great dissatisfaction manifested about the Tehuantepec canal project.

The Californians who propose to build a railroad from Acapulco to the capital, and to run steamers from Guaymas to Panama, have received a charter. Concession. The Vera Cruz railroad has reached Cordova, and will be finished to the capital by the end of the year.

By a fire in the Quebaradilla mine, at Zacatecas, over one hundred miners suffered death.

## CRIME.

SAN FRANCISCO, July 6.—John J. Monahan was shot dead by Fox in an affray on the 4th. Fox is in custody.

Judge Stanley to-day sentenced David Calderwood to a fine of $100 and five days' imprisonment for contempt of court in contempt proceedings from which he had been dispossessed by order of court, and doubled the amount on Calderwood remarking to his attorney, "That will do, as the Judge was speaking."

NASHVILLE, TENN., July 6.—The *Avalanche's* Jackson, Tenn., special says: The Supreme Court today granted a new trial to Graves and Poston, the murderers of Sofield, two judges dissenting. The decision creates great indignation and surprise.

NEW ORLEANS, July 6.—About 10:30 this morning Samuel Rainey, general bookkeeper of the New Orleans National Bank, while at his desk, was shot and killed instantly behind the counter. Up to last accounts he was the result of former business complications. Boyd was arrested.

NEW YORK, July 6.—A writ of proceedings has been granted in the case of Foster by Judge Pratt, of Brooklyn. The writ of error is made returnable November 6th. Governor Hoffman, on application of Judge Stuart, has appointed next Monday to hear the prayer and argument for the commutation of Foster's sentence to imprisonment for life. In case the Governor decides to commute Foster's sentence all further legal proceedings will be at once suspended.

LOUISVILLE, July 6.—John Morton, the son of a prominent and wealthy citizen, was to-day sentenced to two years in the penitentiary for killing Hiram Powers in a bawdy house in this city last May.

## THE WEATHER.

**Synopsis of Observations by the United State Signal Corps for the Past Twenty-four Hours—Probabilities.**

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON, D. C., July 6, 7:30 P. M.

The area of low pressure which was on Wednesday evening in Iowa has moved over Lake Michigan, and now covers Lower Canada. Threatening weather with light rains have accompanied its advance, and now prevails in New York and Pennsylvania. The barometer has fallen somewhat on the South Atlantic and Gulf coasts, and continues highest from Fisgah and has beheld the promised waters. For this he is indebted to Pittsburgh skill and enterprise, the Fort Pitt Company having transported the boat improvement. The newspapers all over the United States have noted the 12,000 ton sinking, and the size and magnitude of the enterprise of bridging the Mississippi here, and with details of the progress of the work. It is agreed by all that the two great economians are the property of the Keystone Bridge Company.

PROFITABLE EMPLOYMENT OF CAPITAL.

It is quite a marvel to one accustomed to the measured advance and steady progress of the Smoky City to see the rapid manner in which it now moves. I have been informed that quite three thousand buildings are in course of erection, or projected for the summer. I can well believe the statement. On every hand buildings are going up, and very airy and elegant ones at that, which speaks this better touch upon any of the public buildings, but would merely remark of the private residences now, that probably at this moment there are as many elegant houses going up of the kind you can see in the Oakland and East Liberty valleys as there are already standing in that elegant quarter. Within the last two or three years the Manchester roof is very much affected, and if the rage holds St. Louis will soon have a very Rostonese look. And all this elegance to be had at a figure which, compared by a Pittsburgh standard, is very moderate. Every one here seems to have a contention to build him a house. The consequence is that very many unfortunates over-reach themselves. The builder has a certain sum in hand, and gives a trustee's deed for the remainder. A certain proportion of unfortunates fail to pay up. The consequence is that what is between trustee's sales, sheriff's sales and tax title sales there is always an immense amount of real estate on the market. The result of my observation is that there is as many judicial sales here in a month in St. Louis as there are in three months in Pittsburgh. When regard is had to the fact that legal interest in Missouri is six per cent. and may be collected between the parties be made ten, the capitalist will readily perceive that a field there is not the most profitable investment of money. A three line advertisement in the newspaper enables him to place his money at ten per cent. interest, and he has not to trust on property worth double the amount, and if his debtor defaults he can always buy back the engaged premises in for half their value. This cannot be done in Pittsburgh. A man is in your place and out at Sheriff's sale and loses his every dollar's sacrifice. The Shylock who here cries for what is nominated in the bond gets his pound of flesh with vengeance.

A SOUTHERN FEATURE.

If you step into the street cars on Market street at the Court House, you perceive a very unfinumense and substantial square building, very much larger than our Grain Elevator. It is faced on the opposite side of the street by a long, low building. The two together are the Piper Opera House. Numerous negroes are standing on the sidewalk, and a massy weight of nicotine is housed within. Here the other day was held a sale, which gathered together to this city connoisseurs in the weed from many States. The trade is expected to be a great one. Missouri will undoubtedly be a great tobacco State, and St. Louis nourishes fondly an interest very much shaked by the war.

A TRADE DESIDERATUM HERE.

While it is impossible to withhold admiration at the untiring energy and public spirit of the people of the Western metropolis, they will have to modify essentially the manner in their methods of doing business before they can reap the fruits of their enterprise, and enjoy the shadowed that the position of St. Louis should secure to her as a commercial mart. That it is infinitely more convenient for the inhabitants of an immense section of country, and even of a large district of Illinois, to resort to St. Louis than to Chicago cannot be doubted, and the former would have a decided advantage in purchasing in a mart is as much a question of margin in cost as in distance and transportation. All other things being equal, a purchaser would rather go a hundred miles to sell where only two or three hundred to Chicago, even though he was an Illinoisian. The citizen of the former place contrasts this great advantage by an insatiate craving for exorbitant profits. Profuse expenditure in operating, and a general disregard of the value of the lowa excursionists, will not bind men to the first train. Rubber will be ready to woo their patronage by great concessions in the matter of price. The large profit expected, and which is realized, by a order in St. Louis merchant is doubtless a remnant of the old southern proclivities. Threatening weather is quite frequently find that by a little resolution they can get their goods at a reduction of twenty, thirty, and even fifty per cent. from the rates and the figures first demanded. This by no means stimulates trade, and if persisted in may countervail very great natural advantages.

COLUMBIA COAL FIELDS.

I have learned that the splutter and ferment about the alleged discovery of coal is quite a pretty thing here. A great ado has been made in the last two weeks respecting the newly advertised Columbia coal fields. Pwans were sung and there was much clanging and flinging up of hats when the grand effects which were to follow the glad discovery. It may be easily considered that all the iron interests of St. Louis need to develop them to formidable proportions, is a swift, cheap of fuel that can be relied upon. Such smelt iron, and that can be had sufficiently near home to do away with the heavy margin of cost involved in transportation for the ore. The coal in the fields of the Belleville district, which is near enough, is unfortunately of a lamentable quality for coke. It slacks so much as to render it almost unfit for manufacturing purposes. The Big Muddy coal on the Illinois Valley road is also unfit for use either with Pittsburgh coal or with a block coal brought from Lake Superior. Intelligent men, a gentleman connected with the Vulcan Iron Works, I learned that the Columbia coal fields are rather inside the lands for which the Government has paid than a reality that promises to revolutionize the iron trade here. The availability of the coal and the value of the discovery are as yet matters of hypothesis merely. He claimed that a chemical analysis had satisfactorily established the fact that the coal analyzed was of a quality equal to Pittsburgh coal, but declined to hazard an opinion as to the extent of the coal beds or as to the movement having a speculative cast. He would be satisfied with it in it very heartily, and claimed that if it realized expectations St. Louis would soon be the largest iron producing point in the United States for its manufactures. It requires no great concession to admit that the quality of Missouri iron would be greatly improved by the use of coal, and rivaled facilities for supplying an immense region. But per contra, a leading merchant in the leading coal merchant here the Columbia discovery was regarded with a great deal of incredulity. He had no reserve in the matter. He was entirely a speculative venture. He admitted the superior quality of the coal, but was quite unequivocal in thinking that in all probability it had been *planted* by parties who had been struck by the large bounty of the Legislature, and who wished to stimulate a lagging belief in their venture. It is very good, therefore, to take St. Louis newspaper parade over the Columbia coal fields *cum grano salis*. The disbelief of this practical gentleman was pointed by the significant circumstance that the coal was found at a depth fifty feet below the bottom of the river bed. Incredulity the fact that the two fields are but a few miles distant from each other this difference of altitude would seem of considerable importance.

ROLLING MILLS AND FURNACES—PITTSBURGH ENTERPRISE.

The iron interests of St. Louis mainly cluster about Carondelet. This is the point of discharge for the ores arriving on the Iron Mountain Railway. Here are located the furnaces for coking coal and smelting iron. The Vulcan Rolling Mills will be located in Carondelet. The only rolling mill when finished will be second to but one establishment of the kind in the United States, and in the West will be peerless. Numerous are the congratulations to a Pittsburgher that these works will owe their capacity for their work and completeness, to Tyrrell & Co., who have the building contract for putting them under way. Besides the iron works at Carondelet, he builds the rolling mills in East St. Louis, at Laclede and at Bissel's Point. These rolling mills consume an average of ten to fifteen car loads of coal a day. The combination of Foster's sentence to imprisonment for life. In case the Governor decides to commute Foster's sentence all further legal proceedings will be at once suspended.

PITTSBURGH GIVES ST. LOUIS PURE WATER AND BRIDGES.

Apropos of Pittsburgh enterprise, the people of St. Louis have on every hand reason to remember you with gratitude. The water here has been a by-word all over the United States for its foulness. Chicago has found in its fifth a perennial gall into which they could dip their barbed arrows, to send them quivering into the sensitive epidermis of St. Louis with fatal effect. Worsted in a controversy upon other matters, her versatile editors could at least always point to their tunnel under the lake giving them crystal, clear and wholesome water, and contrast it with the slimy, muddy fluid that the people of St. Louis for their sins were obliged to quaff. Not for always was this. Tubes, tunnels were laid, and machinery by the aid of which the muddy water so contributed by the Missouri to the clear Mississippi that by the time it reached the water works at the denizen of St. Louis was able to put to his lips for its day or so at least a thirst-quieting fluid which should not remind him of how much all that is mortal is reserved into dust, dirt and its solution. Owing to the thinness of the plates and the great hydraulic pressure a portion of the mechanism has to be renewed; but this has been provided for and

**Real Estate Transfers.**

The following deeds were admitted of record since our last report, in the office of Thomas H. Hunter, Recorder for Allegheny county:

William Crehan, executor, to Benj. F. Hoffman, June 20, 1868: 13 28-100 perches of land in the village of Noblestown.....$310

James T. McKail to Joseph Partridge, June 26, 1871: 55 acres, 2 roods, 22 perches of land in North Fayette township, with buildings.....$4,000

William M. Hastings to Adam Bepler, June 21, 1871: 11 acres 78 perches of land in Ross township.....$2,000

A. D. Hamilton to Thomas Mellon, July 3, 1871: Lot No. 1 in A. Patterson's plan of lots, Sixth ward, Allegheny City, with buildings.....$1,700

Nicholas Mellon to Thomas M. Biggs, June 19, 1871: 28 26-100 perches of land in Baldwin township.....$450

H. E. Reed to Wm. Jennings, June 29, 1871: Lot No. 1 in H. E. Reed's plan of lots, McKeesport.....$180

David McKee to George M. McKee, April 18, 1871: 1 acre 100 perches of land in North Fayette township, with buildings.....$2,000

H. D. McGaw to Thomas C. Gould, January 13, 1871: Lot No. 66 in Page's plan of knoll lots in Lower St. Clair township.....$550

Nicholas Mellon to Matthew Bemardi, April 29, 1871: 2 acres 6 36-100 perches of land in Baldwin township, with buildings.....$1,000

Bridget Hogan, administratrix, to James Woodrow, May 12, 1871: 25 by 100 feet on Jackson street, Twenty-third ward, Pittsburgh.....$1,500

Thomas Mellon et ux. to James Woodrow, May 12, 1871: 25 by 100 feet on Jackson street, Twenty-first ward, Pittsburgh, with buildings.....$350

W. Rowland to Mary Ann Wilson, July 3, 1871: 50 by 95 feet on line of Ridge street, Twenty-first ward, Pittsburgh.....$1,000 00

Peverell Faulkner to John A. New, July 1, 1871: 50 by 190 feet on Carson street, borough of East Birmingham, with buildings.....$1,000

Wm. B. Justice to Robert Bill, June 1, 1871: lot No. 86, in M. R. Brown's plan, of the village of Manchester.....$300

Thomas Courtney to James C. Lewis, June 24, 1871: 5 acres and 47 perches of land in Baldwin township.....$3,293 75

Thomas Courtney, et ux, to James C. Lewis, June 24, 1871: 5 acres and 100 perches of land in Baldwin township, with buildings.....$5,645 56

William Fife, et ux, to Mary Hinchman, July 5, 1871: 30,100 feet on Water street, at corner of Shaw street, Pittsburgh, with buildings.....$5,000

William Ward to Isabella Furnace Company, May 1, 1871: lots Nos. 44 to 50 inclusive, in the village of Etna, in Wm. Ward's plan.....$6,250 00

Andrew Lyons to Wm. A. Lyons, June, 1871: lot No. 1 in Lyons' plan of lots, Sixth ward, Allegheny.....$3,000 00

Jacob Wise to Christian Seibert, July 5, 1871: 10 acres 16 50-100 perches of land in Shaler township.....$2,000 00

Thos. Black to Adam Kiefner, April 1, 1871: 1 acre and 86 perches of land in Baldwin township, with buildings.....$1,000 00

Wm. Fellows to James Sharp, March 20, 1871: 2 acres of land in Versailles township.....$300 00

## ENTERTAINMENT AT DIXMONT.

**Manager Aims's Company Gives a Performance Before the Patients—A Pleasant and Very Interesting Affair—Dr. Reed Returns Thanks.**

We had the pleasure yesterday of being present at one of the most interesting performances we have ever witnessed—interesting because of the associations surrounding it, and on account of the gratification it afforded to a large number of our most unfortunate fellow-men. We refer to the entertainment given at the Western Pennsylvania Hospital at Dixmont by Manager Fred. Aims's Variety Troupe. Mr. Aims and company had kindly volunteered their services for the purpose of affording pleasure to the inmates of this admirably conducted institution, and neither the monotony of their weary hospital life, nor the generous offering was gladly accepted by Dr. Reed, the Superintendent and the Managers of the institution entered heartily into the matter in every possible way, in order for the entertainment. Yesterday afternoon was fixed for the visit of the company and with several of the Managers of the hospital invited guests, including lady friends of the institution, started to Dixmont on the 12:30 train. The visitors were warmly welcomed by Dr. Reed and his estimable family and the officers of the institution, and every one seemed to feel at home. After a short interval, during which the party enjoyed the pleasant breeze and delightful view over and up and down the Ohio, the guests were called to the dining room where an elegant dinner was awaiting them. With such a dinner and such unwavering attention as was rarely to all it may be supposed that they enjoyed themselves.

THE ENTERTAINMENT.

The guests were then invited to the chapel in the third story, where the entertainment was given, which Mr. Aims and company had so kindly volunteered. This room and its admirable arrangements are worth particular notice. The chapel is located on the third story, north end of the central part of the building, and contained seating room for, we believe, four hundred persons. A handsome stage of fair proportions occupies the north end of the room, with side rooms for performers. Lately a number of handsome scenes were provided, as also a beautiful drop curtain with all needed stage appurtenances. The scene painting, which is really excellent, was done by Messrs. Plaisted & Hoyt, rising young artists of this city. The managers of the institution deserve credit for thus providing facilities for the amusement of the unfortunate persons committed to their care.

The members of the company took possession of the stage and soon had everything prepared for performance according to the printed programme furnished each visitor. There were nine pieces in all, better patients, male and female to the number of perhaps two hundred and fifty, were ushered in. After an overture by Aims and Bonfort, Geo. Teorge, the curtain was rung up, all awaited with eager anticipation, the opening performance being "Troublesome Servants." It was extremely interesting to note the effect of the entertainment upon the audience. While some few appeared to be uninterested spectators, the majority enjoyed it intensely and gave the most marked attention throughout. We noticed some at times in tears, and at others laughing heartily. Our space permits us only to speak generally of the performance, but the highest credit is due Mr. Aims and the members of his company for their full, varied and excellent entertainment. Dr. Reed in his neat little speech returning thanks, which we have not room for, was more credit than is due the company. When the performance, which had consumed about two hours had been concluded, Mr. Aims and the members of the company appeared before the proscenium, and the superintendent addressed them as follows:

MANAGER AIMS:—Permit me in behalf of the officers, employees and patients assembled here, to tender to you and to the ladies and gentlemen of your company our sincere thanks for the very pleasant and profitable entertainment you have so kindly presented to us this afternoon. You have had air, the honor of inaugurating theatrical performances in this hall with the aid of the new, appropriate and beautiful scenery, and to our worthy Treasurer, Mr. Peverelly, John A. Harper, Esq., we are under great obligations for providing this scenery for our use, and trust you have found it so convenient and appropriate in all its parts, that you will be induced to repeat your visits often and by such exhibitions as that which we have just had, break up the monotony of our hospital life.

I need not say that your effort this afternoon is fully appreciated and that it will serve as a medicine to minds diseased and a comfort to those of us who are weary with long waiting for health and home. The expressions of satisfaction which have been called forth during the performance demonstrates this fully. Many of the inmates are pressed, and in this fact you will doubtless find your best reward for your gratuitous labors.

You will permit me to express the belief that while you are causing the excited, cheering the despondent, and driving dull care away from every person, you are creating for yourself green spots in life to which you will turn as the latter years steal over you, with more real pleasure than to more brilliant and lucrative achievements on broader stages before other audiences. Your kind and generous offer to gratify our people with an entertainment once in three weeks is thankfully accepted and I have all the more pleasure in accepting since I know that it is the voluntary offering from one whose heart is ever open to the appeals of his afflicted fellow-men, and may I not express the wish that when that "Book of Gold" is opened by the Recording Angel you will find "It written there and then that you loved your fellow men.

I again thank you and your company, and trust that in the future no dark cloud of sorrow may darken your life, but that you may realize all the happiness and all the success in your profession that you have in your heart desired. Good afternoon and adieu.

Mr. Aims introduced Mr. Fitzsimmons, who replied to Dr. Reed, thanking him for his kind welcome to the company, and the entire audience for their close attention and the evidences of approbation with which the performance was greeted throughout.

The remarks of both gentlemen were greeted with applause.

"Train time" was near at hand and the party could only visit one of the wards. All left, however, much pleased with their visit and with high opinions of the excellent conduct of this noble institution.

STATIONERY.—Kay & Co., No. 85 Wood street, have in store a very fine stock of counting-house and ladies' stationery, of the best brands, to which they call the attention of the public. Their assortment of gold pens and pencils, card cases, writing desks and fancy articles in general is complete, and those desiring to purchase would do well to give them a call before making a selection.

DIVIDEND.—The Monongahela Inclined Plane Company, we are pleased to know, is a successful institution, and a paying investment. The Board of Directors declared a dividend of three per cent. out of the earnings of the past six months, payable forthwith.

THE Patent Vulcanite Roofing—the best and cheapest in use—for sale by the composition roofing containing no coal tar. Water and fire proof, elastic, pliable and suitable for any style of roof. Samples, terms, &c., at office, 96 Water street.

ROUGH SKIN made smooth by using Juniper Tar Soap, manufactured by Caswell, Hazard & Co., New York.

HAZARD & CASWELL'S Cod Liver Oil is the best. THS

## ALLEGHENY.

**ITEMS IN BRIEF.**

REV. J. R. CLARK, D. D., who has been confined to his room the past two weeks by sickness, has, we are pleased to learn, so far recovered as to be able to visit his relatives in Cadiz, Ohio, and he will leave for that place to-day. He will be absent about four weeks and it is hoped his return will be restored health and vigor.

YESTERDAY afternoon the roof of the dwelling occupied by Philip Clippel, on Ohio near Chestnut street, was discovered on fire. Efforts were at once made to extinguish the flames before much damage was done. No alarm was sounded. The fire originated from a defective flue.

A NUMBER of boys, while digging in North alley yesterday, had their attention attracted by a presscloth which was turned up by one of the boys. They continued digging and unearthed three good locket breastpins, one jet pin, and one jet cross inlaid with pearls. On the latter the letters "I. H. S." and the keys were found. The articles were taken to the Mayor's office, where they will remain until the articles have evidently been stolen, and had the appearance of having been buried a long time.

KILIAN GUPMAN appeared before Alderman Coister yesterday, and lodged information against Adam Brunner, Joseph Horn and Charles Coleman for aggravated assault and battery. The affray occurred on West street. The parties had been imbibing freely, and during the course of the evening a row took place, which resulted in a fight, the three defendants attacking Mr. Gupman, whom they beat in a shameful manner. Warrants were issued.

## SOUTH SIDE.

**Birmingham Bridge Company.**

At the annual election held by the stockholders of the Birmingham and Pittsburgh Bridge Company, on July 3d, the following Board of Directors were chosen for the ensuing year: A. Garrison, George Shiras, Jr., Wm. Wilson, John M. Kirkpatrick, Jr., Mitchell, Stewart; Moore, Barney; Mallon, Jas.; Malone, H. L.; McGriffin, Thomas; McGriffin, Margaret J.; McGowan, James A.; McKee, James; Alster, K.; McMahon, Patrick; Mocleland, Jane.

Perkins, Frank B.; Powell, Catharine; Patterson, Mrs. Wm

Reed, James W.; Rogers, Sallie; Reed, Captain Jessie.

Shepard, James C.; Springer, James F.; Sweany, John; Scott, Dominic; Sprankle, John.

Timothy, John; Thomas, John; Thomas, John; Thrippler, Jacob; Thornton, Mrs.

Updegraff, David; Upan Floretta.

Wall, Patrick; Wilson, Geo.; Wilson, Mrs. R.; Wilson, John; Ward, Thos.

**ITEMS IN BRIEF.**

ANDREW WELLERICH was fined by Justice Ammon yesterday, on the information of Conductor Lockhart, on a car of the Birmingham passenger railway.

ADAM FEIN and G. W. Hess were committed thirty days each to the Workhouse by Justice Ammon yesterday.

JACOB SCHNEIDY having struck John Kalbe wife, John was fined $5 before Alderman Coister for assault and battery, and a warrant has been issued.

JOHN WAGNER, of East Birmingham, has been arrested on a charge of assault and batt

# Supplement to Pittsburgh Commercial.

## THE NORTHERN PACIFIC R. R.

### Importance of the Development of our Northwest Territory.

### ADDRESS OF THE HON. WILLIAM D. KELLEY

IN PHILADELPHIA.

A large and enthusiastic meeting of leading merchants, bankers, manufacturers and railroad men was recently held at the American Academy of Music, in Philadelphia, which was addressed by the Hon. Wm. D. Kelley on the developement of the Northwestern section of the United States, and the effect on the commercial and industrial interests of the Atlantic and Middle States of the building of the Northern Pacific Railroad. His Excellency Gov. Geary presided.

The fact that more than four thousand of the best business men of Philadelphia, and many prominent gentlemen from various parts of Pennsylvania, crowded the Academy of Music on this occasion, is evidence of the general interest felt in the subject discussed.

#### The Address.

Judge Kelley said he was grateful for the opportunity to contribute, however humbly, toward the completion of a work which for more than a quarter of a century he had regarded as of prime importance to the country, and of special value to his native state, and for the promotion of which he had during that period, labored as opportunity afforded. While expecting his statements of facts to be received with some degree of incredulity by those who have never visited the trans-Missouri portion of the country, it was his purpose to make no statement not justified by his personal observations, or by authorities that all are bound to recognize. Nothing but the experience imparted by actual observation of the country in question could enable any-one to conceive fully the strange contrasts between the characteristics of the Atlantic and the Pacific portions of our country, as exhibited in climate, soil and atmosphere.

About two years ago, said the speaker, it was my privilege to traverse the entire route of the Union and Central Pacific Roads by daylight, and to visit Salt Lake City, which was located in the heart of the Great Desert, that it might be the centre of a Mormon empire, guarded by the forces of Nature against Gentile intrusion. I also visited Portland and Oregon City, Oregon; Olympia, the capital of Washington Territory, at the head of Puget Sound; and Victoria, the capital of British Columbia, on Vancouver's Island. Though that region of country had so long been a matter of interest to me, and the study of it had afforded me so much pleasure, each day revealed new and strange conditions, and imbued me with a new sense, not only of the extent of our country, but of the grandeur and infinite variety of its resources and the benificence and power of the Almighty, in adapting every portion of our vast country to the sustenance and comfort of man.

But of this hereafter. Let me first invite your attention to facts within the memory of some of my auditors, which show that the vast resources of the new northwest and its adaptability to railroad purposes are not, as is sometimes intimated, of recent discovery; but have long been known; and that the route of the Northern Pacific Railroad was that originally proposed, because it was the shortest and best by which to connect the seaboard at Baltimore, Philadelphia, New York, Boston and Portland, with the waters of Puget Sound and the commerce of the ancient East, which is now the West, the march of American ideas towards which is illustrating again the truth that

"Westward the course of empire takes its way."

#### Some Railroad History.

During the summer of 1845, twenty-six years ago, Asa Whitney, of New York, who had spent many years in China, and had sought by such agencies as were at the command of private enterprise information about the country lying between Lake Michigan and Puget Sound, did me the honor to seek my acquaintance and bring to my attention the subject of a railroad from the base of the Lake to some point in Oregon, either on the waters of the Puget Sound or the Columbia River, or to a point on each. The whole subject was new to me; but Mr. Whitney came prepared to enlighten those who were ignorant, and to inspire with faith those who doubted. His general views were in print, and his pamphlets embodied columns of statistics obtained from official sources, and many facts reported by persons who had traveled more or less through the region which the proposed road was to traverse. The grandeur of the subject inspired me, and my enthusiasm for his great project induced Mr. Whitney, despite the disparity in our years, to favor me with frequent conferences, and to bring to my attention whatever information relating to the subject he obtained. Early in the year 1846, I felt justified, by the growth of sentiment in its favor, in undertaking to secure him an opportunity to present his project to a public meeting of the citizens of Philadelphia. To induce a sufficient number of citizens to act as officers of the meeting, was the work of time. I found but few who took an interest in the subject or believed in the feasibility of the project. Some said that a railroad so far north would not be available for as many months in the year as the Pennsylvania canals were; that it would be buried in snow more than half the year. Others cried, "What madness to talk of a railroad more than 2,000 miles long through that wilderness, when it was impossible to build one over the Alleghanies!"

As I went from man to man, with invaluable collections of facts and figures Mr. Whitney had gathered, I found that the doubts with which the work must contend, were indefinite in number; and it was not until six months had elapsed that a sufficient number of well-known citizens to constitute the officers of the meeting had consented to sign the call for a meeting and to act as such. Yet the cause had gained adherents; and, as I find by reference to the papers of that day, the meeting for which I had so long labored was held in the Chinese Museum, on the evening of December 23, 1846. His Honor, John Swift, then Mayor of the city, acted as president, Colonel James Page, Hons. Richard Vaux, Wm. M. Meredith and John F. Belsterling, together with Mr. David S. Brown and Mr. Charles B. Trego, all of whom still survive, acted as vice presidents, and Senator Wm. A. Crabb, now deceased, and William D. Kelley acted as secretaries. The speakers at the meeting were Messrs. Whitney, Josiah Randall, Peter A. Browne and William D. Kelley.

Mr. Whitney stated, with great clearness, his project, and the advantages that would result from it. It was, he said, to be a railroad from Lake Michigan to Oregon. He believed that it could be constructed on a line about 2,400 miles in length, and he and his associates hoped to be able to build it in twenty years, if the Government would grant sixty miles breadth of land for the whole distance. In answer to the question how he could make land in that remote wilderness available for building a road, he dwelt upon the contrast between the climate of that country and that with which dwellers east of the Mississippi were familiar, and asserted fearlessly, that a railroad through that section would be less disturbed by snow than one through Central New York or Pennsylvania, and proceeded to disclose his plan, which involved a large annual emigration from Europe and the cities of the Eastern States. His plan was to employ these emigrants in the construction of the road, and to pay them in part in land, and to detail a sufficient number to prepare small portions of the farm of each for cultivation and occupation, so that they who worked upon the road one year should dwell upon its borders as farmers thereafter. By this method he believed that by the time the road should be built, the line of it would be tolerably well settled and a large local traffic created.

Josiah Randall, Esq. submitted to the meeting a series of resolutions which were heartily adopted, and from which I quote the following:

"*Whereas* the completion of a railroad from Lake Michigan to the Pacific would secure the carrying of the greater portion of the commerce of the world to American enterprise, and open to it the markets of Japan and the vast empire of China, of all India, and of all the islands of the Pacific and Indian Oceans, together with those of the Western coast of Mexico and South America.

"*And Whereas* we have, in our public lands, a fund sufficient for and appropriate to the construction of so great and beneficent a national work; and the proposition of Asa Whitney, Esq., of New York, to construct a railroad from Lake Michigan to the Pacific for the grant of a strip of land sixty miles wide, offers a feasible and cheap, if not the only plan, for the early completion of an avenue from ocean to ocean; therefore

"*Resolved*, That we cordially approve of the project of Asa Whitney, Esq., for the construction of a railroad to the Pacific, and respectfully petition Congress to grant, or set apart, before the close of the present session, the lands prayed for by Mr. Whitney for this purpose."

It was also resolved to send copies of the resolutions and proceedings of the meeting to our senators and members of Congress, and to the Governor of the Commonwealth, with the request that he would bring the subject to the attention of the Legislature.

Encouraged by this meeting, Mr. Whitney proceeded to other points, awakening the attention of the country to the importance of the subject. On the 4th of January, 1847, he addressed an immense meeting in the Tabernacle, New York, the officers of which were among the most respected citizens of that city. But at the close of his remarks a mob took possession of the hall and denounced the project as a swindle, declaring that it was an attempt on the part of a band of conspirators to defraud the people by inducing the Government to make an immense grant of land for an impracticable project.

This was the initial movement of a powerful and organized opposition, which soon drove Mr. Whitney from the field. His labors, however had not been in vain; for on the 23d of June, 1848, Hon. James Pollock, at present Director of the United States Mint, who was then in Congress from this State, as chairman of a special committee appointed in compliance with a resolution he had offered, presented a favorable report on the project of a Pacific Railroad, recommending that steps be taken to secure adequate explorations and surveys of the trans-Mississippi country. The "madness" of the project was still laughed at even by "grave and reverened" senators; and it was not until the 3d of March, 1853, that the President signed an act authorizing the Secretary of War, under his direction "to employ such portion of the corps of topographical engineers and such other persons as he may deem necessary to make such explorations and surveys as he may deem advisable, to ascertain the most practicable and economical route for a railroad from the Mississippi river to the Pacific ocean. Effect was given to this resolution at the earliest day, but it was not until the 27th of February, 1855, that the Secretary of War was able to submit to the President, for communication to Congress, the reports of the several surveying parties. The first of these reports were given to the public by order of Congress, in the latter part of that year. I shall have occasion to refer to them hereafter.

#### Railroad Development of the West.

Judge Kelley proceeded to refer to the condition of the railroad interests at that time, stating that at the close of 1846 we had in operation 4930 miles of railroad, 297 miles having been completed during that year. A system of continuous railroad had not then been proposed, it having been assumed that the function of railroads was to connect water-courses. But the connecting links of road having developed a commerce beyond the capacity of available water conveyance, the subject of railroad expansion was attracting attention, and the construction of the Pennsylvania Central was under consideration.

After describing the difficulties which this enterprise encountered at a time when but few believed a railroad over the Alleghanies was practicable, the speaker continued:

Let no man think that the Pacific Railroad projected in 1846 was to run to San Francisco or elsewhere than to the heart of the unorganized Territory of Oregon, which then extended from the 42d to the 49th parallel of latitude, and embraced what is now the State of Oregon and Washington Territory, into which no settlers had yet gone.

There was then no San Francisco. Not a cabin or a hut stood within the now corporate limits of that beautiful and prosperous city. California, Nevada, Arizona and New Mexico, were still Mexican territory. Neither science nor observation had detected the vast deposits of gold and silver, or the boundless agricultural resources of that vast region of country. The great railroad center of the West, Chicago, had not yet come into public view. The less than 10,000 people who had gathered at the confluence of the Chicago river with Lake Michigan had no presentiment that the swamp in which they dwelt would, in less than twenty years, be filled up and raised nearly twenty feet, to make the grade of the streets of the most enterprising and remarkable city in the world, of its age. Michigan then had a population of less than 250,000, and Wisconsin and Iowa each but 10,000; and civilization had not yet penetrated the wide region then known as Minnesota Territory, where the census takers, four years later, found but 6,038 people. In 1850, there were but 91,635 people in California, which had then been ceded to us by Mexico, and admitted to the Union as a State, and whose recently discovered deposits of gold had attracted immigrants from every clime. There was no government in Kansas and Nebraska, that whole fertile region being in possession of the Indian and the buffalo. The name of that busy centre of river and railroad commerce, Omaha, had not been heard by English-speaking people, and the vast mineral, grazing and agricultural region through which the Union and Central Pacific railroads are now doing a profitable and rapidly increasing business, was noted by geographers as the "Great American Desert." Philadelphia then had no railroad connection with Pittsburg, Pittsburg none with Cincinnati or Chicago, nor any of these with St. Louis.

Surely this world of ours does move, and time does work wonders. In Europe, during this quarter of a century, dynasties and the boundaries of empire have changed, but the increase of population has been scarcely perceptible. But here, where man is free, and nature offers boundless returns to enterprise, broad empires have risen, embracing towns, villages, cities, and states, and millions of people born in many lands with poverty and oppression, as their only birthright, are now, as American citizens, enjoying all the comforts and refinements of civilization, and with capital rivaling that of European princes, originating and pressing forward great enterprises which are to work more marvellous changes than any I have alluded to in the next quarter of a century. Yes, ladies and gentlemen, were supernal power to unfold to our view our country as it shall be a quarter of a century hence, the most far-seeing and sanguine of us would regard the reality as a magnificent delusion. Our extension of territory and law, great as it has been, is of small consequence in comparison with the achievements of mind in the empire of science and art, during this brief quarter of a century, whereby man is able to produce ten-fold, and in many departments of productive industry, a hundred fold as much as he could 25 years ago by the same amount of labor. New roads are to be built; new towns, cities and states to be created; new resources developed; and the sluggish people of the Orient are to be awakened to their own interests and induced to contribute their vast share to the progress and commerce of the world. The vision that filled the soul of Columbus was a grand one; but that which opens to our view and should possess us is as much grander and more beneficent as the civilization and arts of the close of the 19th are superior to those of the dawning days of the 14th century.

#### The Northern Pacific Railroad.

I regard the construction of the Northern Pacific Railroad as chief among the great works of the future, and believe that it will not only be to its promoters a proud monument and a vast source of wealth, but its construction will add inconceivably to the wealth and power of the country. It will open vast regions abounding in every element of wealth to settlement under the pre-emption and homestead laws, give an additional impulse to immigration and revive the prostrate commerce of the country. Such at least are my well considered convictions. If I am mistaken, I have, as I have shown you, cherished the delusion through the greater part of my manhood; and the study of many authorities, much intercourse with men, and extended travel have only served to confirm it.

But there are many who, while admitting the vast extent of this territory and acknowledging the fact that it embosoms vast stores of gold, silver, coal, iron, copper and other minerals, say that it is unfit for the occupation of communities by reason alike of its latitude, its topography and the character of its soil and mountains. These objections are without foundation. Scientific exploration and experience unite in removing the doubts excited by such suggestion; and I affirm with confidence that the route of the Northern Pacific Road is in all respects superior to that of the Central and Union roads, and that the country through which it passes will, 25 years hence, contain double the population that will then be found along the line of those roads between Omaha and Sacramento. Indeed I believe I would be within the bounds of reasonable prediction if I made my proposition embrace the continuation of the road from the City of Sacramento to San Francisco, notwithstanding the wondrous attractions California presents to those who are seeking a new home and a profitable field for enterprise.

#### Compared with Other Routes.

The Central route has to create its way travel and freight, none awaited its construction. Let me not be understood as disparaging the value of that road; or as intimating that it is not now doing a profitable business, or that it will not, as every other railroad in this country has done, create a constantly increasing volume of business that will enable it to rapidly decrease its rates for freight and travel, while increasing its income and nett profits. Indeed it is already doing this, and its charges for freight and travel already compare very favorably with those of 1869. In proof that it has created the business which justifies these deductions, behold the enormous development of the coal and iron fields at Evanston, a little west of Cheyenne, and more than 500 miles west of Omaha, from which coal in great quantities is carried westward more than a thousand miles and at which point furnaces, forges, rolling mills and machine shops, have risen as if by magic, and the manufacture of Bessemer rails is soon to begin. Look too at the sudden and extensive development of the silver mines by gentile hands in Southern Utah since the construction of this road, and the connection of the rich valleys of that region with the trunk line by the branch built by the Mormons from Salt Lake City. These are but some of the many precursors and sure pledges of the wonderful industries that are to rise along a road the drinking-water for many of whose agents, as well as for the supply of many of its engines, is brought in tanks over alkaline plains for hundreds of miles, and one of the summits of which at Sherman is a mile and a half above the topmost spire of Philadelphia, and 3300 feet higher than the most elevated summit on the Northern Road—that at Deer Lodge Pass. The Northern Pacific road will not be, in any sense, a rival of the Union and Central line for local traffic—each has an ample field of its own, the two routes being 400 miles apart at their nearest approach.

#### Growth of Traffic.

That both of these roads will create business for themselves and each other and speedily return the capital embarked in their construction I am abundantly persuaded. I am happy to be able to show that I am sustained in this conviction by the highest authority on such questions known to railroad men in this country. H. V. Poor, Esq., who, in his admirable sketch of the railroads of the United States, published last year, says:

"It is safe to estimate that the railroad tonnage of the country would duplicate itself as often as once in ten years, from the progress made in its industries and in the mechanic arts, even were there to be no increase of roads or of population."

Mr. Poor amply sustains this proposition by facts deduced from the railroad history of the country.

"Our means," says he, "will increase just in the degree in which we render available the wealth that now lies dormant in our soil."

Speaking of the year 1869, he says:

"The tonnage traffic of the railroads constructed the past year, at only one thousand tons to the mile, will equal five million tons, having a value of $750,000,000! *Every road constructed adds five times its own value to the aggregate value of the property of the country.*

"The cost of the works constructed the past year will equal at least $150,000,000. The increased value, consequently, of property due to the construction will equal $600,000,000."

#### The New Northwest.

These statements are specially applicable to the Northern Pacific Railroad, the construction of which will not only create an immense volume of through travel, but develop the boundless and virgin resources of western Minnesota, Dakota, Montana, Idaho and Washington Territory, and of northern Oregon, abounding as they do, in the precious and other metals, in wheat-fields and lumber regions, and embracing the natural home of the sheep and goat, and grazing fields in which herds of cattle large enough to supply our entire market, may graze throughout the year, growing and fattening upon natural grasses, which in the dry atmosphere of the country, do not decompose as ours do, when exposed to the weather, but cure where they grow, and feed herds of buffalo, elk, antelope and mountain sheep the year round.

Minnesota, through which the road runs, from Lake Superior to the Red river, 256 miles, is the great wheat field of our country. It is a land of lakes and rivers, and forest and prairie. Its farmers are prosperous and contented. Its population numbered 6077 in 1850; had swollen to 172,022 by 1860; and was found to be 436,057 in 1870. The value of its farm products as reported by the census of 1870 was $33,350,923; the cash value of its farms $97,621,691; and its production of wheat during 1869 was about 19,000,000 bushels. It contains within its limits 53,459,840 acres, of which but 3,637,671 are occupied. The remaining 50,000,000 await settlement and development. It is not yet 14 years since the lumbermen of Minnesota were fed on wheat imported from other States. Yet the wheat crop raised during 1870, from she small part of the State now occupied, is believed to have been not less than 30,000,000 bushels. Time will not permit me even to indicate the immense resources of this State in lumber, iron, slate, and other commodities, which bear transportation, and I leave Minnesota with the remark that when the winter traveler westward, on the Northern Pacific Railroad, shall have left her limits and crossed the Red river of the North, he will have left behind him the coldest part of the road and that most liable to interruption from snow. The only other point at which he will be liable even under exceptional circumstances to meet with as great a depression of the mercury will be in the neighborhood of Fort Stevenson, in Central Dakota.

#### Climate and Resources.

To us of the East it seems incredible that the temperature of the mountains, along a line running between the 47th and 49th parallels should be so mild; yet so it is; and the climate of Washington Territory, along the 49th parallel, is more equable the year round, and milder in winter, than that of Philadelphia or Baltimore, in latitude 40°. Indeed, the mean temperature at Olympia, at the head of Puget Sound, is that of Norfolk, Va., but the dwellers on the Sound are strangers alike to the extreme heat of a Virginia summer and the extreme cold of its winter. In the neighborhood of Olympia, and indeed, throughout Washington Territory and Oregon, cattle are not housed at any season, and thrive upon the grasses they find in the valleys. The winter climate upon the mountains of Idaho, Montana and Dakota is more severe, but in the valleys of all these territories, the buffalo, the elk and antelope have been accustomed to winter; and domestic cattle, worn by labor in the service of exploring expeditions and transportation companies, are turned into the valleys and herded, and come out in the spring fat and ready for another tour of duty. This seems so incredible to us, whose atmosphere is so much more humid, that I beg leave to fortify the statement with a single authority, the equal to which I could produce by scores. I will, however, content myself with a brief extract from the report of Gen. Reynolds on his explorations of the Yellowstone. He wintered, in 1860, in the valley of Deer Creek, through which the Northern Pacific Road will pass; and relating his experience, says:

"Throughout the whole of the season's march the subsistence of our animals had been obtained by grazing after we had reached camp in the afternoon, and for an hour or two between the dawn of day and our time of starting. The consequence was that when we reached our winter quarters there were but few animals in the train that were in a condition to have continued the march without a generous grain diet. Poorer and more broken down creatures it would be difficult to find. In the spring all were in as fine a condition for commencing another season's work as could be desired. A greater change in their appearance could not have been produced, even if they had been grain-fed and stable-housed all winter. *Only one was lost*, the furious storm of December coming on before it had gained sufficient strength to endure it. *This fact, that seventy exhausted animals turned out to winter on the plains on the first of November, came out in the spring in the best condition, and with the loss of but one, is the most forcible commentary I can make on the quality of the grass and the character of the winter.*"

#### Disappearance of the "Desert."

And many degrees to the north of our territories are immense valleys, which, if the testimony of British officers, civil and military, of missionaries, and of settlers who have dwelt there for years may be believed, rival Minnesota in wheat-producing capacity, and eastern Oregon and Washington Territory in the mildness of their mean temperature. "The Great American Desert," of which these territories formed a conspicuous part, no longer finds a place on maps: and explorers agree, that he would be foolhardy who should attempt to estimate the value of their mineral deposits or their grazing and agricultural capacity. The Mormons have demonstrated that by conducting the melting snow of the mountains to the foot-hills and valleys, they can be made to bloom as the rose and bear crops of cereals, roots and fruits, equal to those produced on the best farms in the choice valleys of Pennsylvania.

Since these apparently inhospitable regions have been penetrated by railroads, and mining adventure has led to settlement in different sections even to the northern boundary of Dakota, Montana and Idaho, we are beginning to discover that the reason America has not succeeded in choice qualities of wool, or an adequate supply thereof for her own use is that she has not carried her flocks to those portions of her country which are pre-eminently adapted to them.

Mountainous and volcanic as are some of the territories, they are adapted to our necessities and their development will secure our manufacturing and commercial supremacy. With their settlement we shall become the greatest wool-producing country of the world, though our present production gives but small promise of such a result. The sources and amount of the wool-clip of 1868 were in round figures about as follows:

| | POUNDS. |
|---|---|
| British North American Provinces, | 10,000,000 |
| Australia, South America, & Africa, | 76,000,000 |
| United States, | 100,000,000 |
| Spain, Portugal and Italy, | 119,000,000 |
| France, | 123,000,000 |
| European Russia, | 125,000,000 |
| Germany, | 200,000,000 |
| Great Britain, | 260,000,000 |
| Asia, | 470,000,000 |

#### The Wool Clip and Beet Sugar Crop.

Thus, it appears that Asia, Australia, Africa and South America, which furnish no such markets for mutton as the commercial and manufacturing centres of Europe and this country, and where sheep must be raised for the wool alone, are its great producers. The soil and climate of Nevada and the territories are Asiatic; and even now, under the impulse given by the Union Pacific Railroad, flocks each numbering thousands, have been transferred from Illinois, Wisconsin, Iowa, and even from New York and Vermont, to such of their valleys as are accessible by rail, where the expense of raising sheep is but the cost of the first flock and of herding. There the finest wool may be produced, and with increasing railroad facilities, and settlement, mining manufacturing and commercial centers, will furnish markets for mutton, and add to the wool grower's profits. To assert that the wool-clip of the United States, as shown by the census of 1880, will exceed that of Great Britain is not to offer a prediction, but to assert a foregone conclusion; and it is also safe to say that the clip of that year will not only embrace wool of all grades of sheep, but of the Cashmere, Angora and other goats, the value of whose hair is so well known to our manufacturers and merchants.

But more than this. Coupled with the development of this great industry, will be another which will thrive in the more northern settlements of the Assineboine and Saskatchewan as it has done in Russia, Sweden, and Norway; as it is now doing in California and Wisconsin, and will do in all of the States of the Northwest. I refer to the manufacture of beet-root sugar. Many causes conspire to make the introduction of this industry into our country a necessity, and in the region of cheap land, abundant coal and wood, and pure water from the mountain snows, it must find an early and extensive development.

Judge Kelley, after reading, in illustration of the natural wonders of Montana, extracts from the report of Lieut. G. C. Doane, of the Yellowstone Expedition of 1870, said: This report is replete with evidence that even this mountainous and volcanic region is fertile to the very mountain tops, and that its valleys are capable of sheltering sheep and cattle throughout the year from the severity of climate that prevails upon the greater elevations during the winter. But the route of the railroad is not obstructed by mountains like these; the highest point it attains being at Deer Lodge Pass, through the Rocky Mountains, which is 4,590 feet above the sea level, or 3,300 feet below the grade of the Union Pacific Railroad at Sherman, where, two years ago, I gathered a bouquet of wild flowers common to Eastern Pennsylvania.

#### Settlements — The Northern River System.

A considerable portion of the land in Dakota, Montana, and Idaho, through which the Northern road will run, is doubtless unsuited to cultivation, but the proportion is much less than will be found on the line of any more Southern road. The alkali plains alone, which the Central road passes through are broader than the breadth of all the bad lands along the Northern route. Governor Stevens, who superintended the original government survey

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* The Chicago *Journal*, in an intelligent review of the Pacific Railroads, says:—

The census returns of 1860 gave 460,112 as the sum total of the population of Nebraska, Wyoming, Utah, Nevada, and California—the district now traversed by the Union and Central Pacific Railroads. Work was commenced on the road at both ends in the winter of 1863. Between the two dates mentioned, owing to the war, it is evident that the far West could not have received much of an addition to its population. Looking back now, it is easy to see why so many of its friends, even, prophesied that financially the road would be a failure. They regarded the enterprise as one of political necessity, but could see no money in it. Its route for the most part lay through a wilderness incapable of agricultural settlement. Of the whole number of inhabitants above given all but 90,118 were in the State of California.

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The earnings of the Central and Union Pacific Railroad were Fourteen Millions in 1870—the net receipts over operating expenses being in excess of Six Millions. In other words, in the first year of its through business it earned enough over and above running expenses to pay six per cent. on a fair estimate of its cost. In six years the Central Pacific (forming one-half of the through line) has earned Ten Millions net, being nearly Six Millions more than the interest on its bonds and all the cost of operating. Sixty-five per cent. of this came from local traffic and one year only of through business is included in it. The authorities of the Central Pacific estimate the earnings of their road for 1871 at Ten Millions, and President Thomas A. Scott, of the Union Pacific, places the earnings of that road this year at Nine Millions, making $19,000,000 for the through line from San Francisco to Omaha. Of this at least $6,000,000 will be net above running expenses, or 9 per cent. on a reasonable estimate of the entire cost of the road. The first mortgage bonds of the Central Pacific, bearing six per cent. interest, and secured only on the road, are now selling at 103. So oppositely to all expectation has the operation of the road turned out!

Since the commencement of the Union and Central Pacific, San Francisco has grown from being a city of sixty thousand inhabitants to be a city of a hundred and fifty thousand. But, including that, the total population of the belt of States and Territories through which the road runs is only 788,270. And this number of people, with aid from a portion of Colorado (population, 39,681) furnishes business to the Union and Central Pacific at the rate of Fourteen to Nineteen Million dollars per year. This brings up the rather curious question, How many inhabitants are necessary in a given district to make a railway pay?

And now comes the Northern Pacific, certainly with greater probabilities of success than were before the Union and Central Pacific. While it equals the other in mineral wealth, the country through which it runs is vastly more inviting to the farmer. Indeed, testimony shows it to be of special agricultural value. Leaving out California on the Union-Central Pacific, and also excluding Minnesota on the Northern Pacific, and the latter road has 104,752 more people to contribute to its local business than awaited the opening of the Union and Central Pacific, and only 23,892 less than give support to the latter road now.

Including those two States, which would not be unfair, inasmuch as the Northern Pacific will have in Minnesota, with its main and branch lines, over eight hundred miles of road, draining two-thirds of the entire State—including these two States the tributary population of the Northern road in all is 630,453, or 179,321 more than were at first reached by the Union-Central Pacific, and only 148,837 less that give aid to it now.

But the figures given are suggestive. What, principally within the last five years, has added 100,000 to the population of San Francisco? Surely nothing so much as the summons of iron knocking at the Golden Gate. If a road can add 100,000 people in five years to an existing city, cannot another one in the same time build up a city of 100,000, especially if, by reason of its shorter oceanic distance, it is demonstrable that it will necessarily control foreign shipments?

Few doubt that if the land lying along the Union Pacific had been as available for agriculture as the lands of the Northern Pacific, the population along the route would have trebled as well as that of its terminal city. Here, then, the case will probably stand:—The Northern Pacific, on its completion, will find a flourishing city awaiting it on Puget Sound, inferior, of course, in size to San Francisco, but still a thriving, well-grown city, as helpful to it as the other to its Southern compeer. It will, during its progress, on account of its fertile lands, more than quadruple the population west of Minnesota, and so bids more than fair to equal the first through business of the Union and Central Pacific, while for the succeeding years its returns will be vastly greater.

of the route and crossed it very frequently said, "that not more than one fifth of the land from Red River to Puget Sound is unsuited to cultivation, and this fifth is largely made up of mountains covered with bunch grass and valuable timber, and filled with the precious metals; and throughout the whole region, miners, herdsmen, and lumbermen will afford a market for the products of the farm at prices that will reward the emigrant for settling in this wondrous region of country."

But, ladies and gentlemen, were it true that but one-fifth instead of four-fifths of the land granted to the Northern Pacific Railroad, between the western boundary of Minnesota and the eastern boundary of Washington and Oregon, is presently available for the purposes of settlement and development, the land grant of the company would, in my judgment, be adequate for the construction of the road. *I believe that the Company's lands in Minnesota, Oregon and Washington Territory, will build and equip the road, and that the promise of a remunerative way business on this route is more immediate than will be that of the Union and Central roads at the time of the completion of the Northern Pacific.* From the Missouri river at Omaha to the Sacramento no navigable stream crosses or approaches the Union or Central road, while the route of the Northern Pacific is traversed at intervals of about two hundred miles along its whole course by navigable streams, upon which there are considerable settlements on both sides of its line. The road has one of its eastern termini at the westernmost point of our magnificent system of Lake transit, and the other at St. Paul, the head of navigation on the Mississippi river. The Red river of the North bounds Minnesota and connects this railroad with the distant waters of Lake Winnipeg and the broad and fertile Valley of the Assinneboine. *A good business awaits the construction of every section of the Northern Pacific Railroad* Duluth, its lake terminus, is rising into commercial importance more rapidly than did Chicago, and with the promise of continuous growth. It is the port through which the people of Minnesota and the entire new Northwest will exchange commodities not only with all the lake ports of the United States and British America, but through the Saint Lawrence and the railroad system of the East with the commercial cities of the Atlantic seaboard and with Europe. It must be the summer outlet for the increasing tens of millions of bushels of wheat and the vast quantities of lumber, produced by the farmers and lumbermen of Minnesota. Though not yet four years old, the business of Duluth is large enough to command the attention of the Treasury Department, and to require the appointment of a deputy collector and of several minor officers of customs.

The settlements on the Red river of the North are numerous, and the trade of all the valleys it drains will await the completion of the road to that river, which will be accomplished before the close of this year. And so with each of the rivers it traverses. On the western boundary of Minnesota the road crosses the Red river, and at intervals of less than 200 miles crosses or runs upon the banks of the Dakota, Yellowstone, and the Missouri, which are east of the Rocky Mountains, and are navigable for hundreds or for thousands of miles. And beyond the Rocky Mountains, the Snake, the Cowlitz and the Columbia rivers, will prove immediate and valuable tributaries to its business, while its western termini are at Portland on the Columbia, which is already an important commercial centre, and at a point yet to be determined on the waters of Puget Sound—waters which are the predestined field of a commerce which, at an early day, will overshadow that of San Francisco, and in the not very distant future rival the present commerce of New York.

### The Future Pacific Metropolis.

Early in August, 1869, just after my return from the Pacific Coast, at the request of Col. John W. Forney, I held a protracted conversation with an experienced phonographic reporter, who, on the 27th of that month, presented to the readers of the *Press* the substance of the interview. Recurring to the *Press* of that date, I find that, speaking on this point, I said:

"Allow me to state one conclusion from personal observation. It is that San Francisco will, in the course of time, cease to be the great city of the Pacific coast. Her location constitutes her for the present the *entrepot* for all the commerce of the coast, embracing the trade from the South American coast, from the Sandwich Islands, from China, Japan, British Columbia, and our territory north of that city. The Bay of San Francisco, too, is quite capable of accommodating the commerce of the world. It is, I think, unequalled as a bay, in extent, beauty and safety. Then the city has made most magnificent strides. She has her dry-dock, her ample wharves, her steam-tugs, her coast defences, and has made very considerable progress in manufactures. But notwithstanding all these advantages, my firm impression is that the great city of the Pacific coast will have its location on or near the waters of Puget Sound.

* * * *

"Here are to be found in abundance timber, coal, iron, fish, wheat, all domestic grasses, the potato, apple, pear, plum, and during more than half the year, all the fruits known to our own tables. Here, then, in my judgment, will be located the great city of the Pacific coast, as, owing to the peculiar conformation of the Sound, communication may easily be had between distant parts of this territory by water.

"Another consideration is that a city located here would be practically nearer to China than is San Francisco; because vessels leaving San Francisco for China, notwithstanding the point for which they are destined is south of their point of departure, are compelled, on account of the prevailing winds, to make what sailors call a "northing," quite up to the Straits of Fuca; in consequence of which a vessel starting from the latter point for the same destination would have an advantage of three or four days over her San Francisco competitor."

### Advantages of the Northern Route.

But, Ladies and Gentlemen, let me show you by official authority the advantages presented by this route to the Pacific over any other north of the 32d parallel, on which the almost tropical climate would prove an obstacle to general travel and commerce. In pursuance of the act of Congress of March 3, 1853, the Topographical Officers designated by the Secretary of War, surveyed seven routes extending from the line of the Northern Pacific southward to the 32d parallel. Their reports were referred by the Secretary of War, for examination to Captain A. A. Humphreys and Lieut. G. K. Warren, both of whom are well known to the country for the distinguished services they rendered as commanding generals during the late war, and the former of whom is now at the head of the Engineer Department of the United States Army. On the 5th of February, 1855, these gentlemen submitted the results of their labors with an elaborate report, in which, speaking of the route near the 47th and 49th parallel they say:

"The advantages of this route are—its low profile, which is important in relation to climate; its easy grades and small amount of ascents and descents, both important if the road should be developed to its full working power; the great extension west of the prairie lands; in the supplies of timber over the western half of the route; the facilities which the Columbia river and its tributaries, and the Missouri will afford to the construction of the road; in the short distance from the Missouri to a seaport of the Pacific; in the western terminus of the road on Puget Sound being nearer to the ports of Asia than the termini of the other routes; in the proximity of the eastern terminus to Lake Superior, from which a continuous navigation for seagoing vessels extends to the Atlantic Ocean; and in the existence of coal on Puget Sound."

The explorations had been but preliminary and had not disclosed the other important fact that an abundant supply of coal is distributed at easy points along the whole route.

But the most remarkable advantage of the Northern route appears under the head of the sum of ascents and descents. High rates under this head indicate increased percentages of danger and running expenses. The lower the rate of ascent and descent the safer and more economical is travel. And while the northern route is charged under this head with but 19,000 feet, the route comparing most favorably with it in this respect is that on the 41st and 42d parallels, in which the sum is 29,120, being an increase of more than 50 per cent.; and the extreme contrast is that of the route on the 38th and 39th parallels, in which the sum reaches 56,514.

The study of these voluminous reports with reference to the soil, climate, natural resources and commercial relations of the country, will satisfy any reasonable man that the Northern is nature's own route for a Pacific railroad. So startling indeed were the advantages presented by this route, that the then Secretary of War, Jefferson Davis, struck from the report of Governor Stevens, since so distinguished as a soldier and engineer, the estimate he presented of the cost, which was $117,121,000 and inserted in lieu thereof $140,871,000. His keen foresight showed him that the development of the wonderful resources of this then almost unknown Northwest, by the construction of a road upon easy gradients and through a region of such wonderful resources would, in a few years, place his beloved South, and slavery, at the mercy of a free people, overwhelmingly outnumbering those of the plantation States. How reckless and unjust this action was, is proven by the fact that all modern estimates fix the cost at but little more than 66 per cent. of the estimate of Gov. Stevens, or $77,000,000 for the road and original equipment.

### The National Route for Eastern Commerce.

After referring to the present and prospective commerce of the Pacific, and the benefit to be derived by the United States from increasing commercial intercourse with China, Japan, and the other countries of the East, the speaker continued:

The experience of the existing Pacific road furnishes no data from which to calculate even its own effect in bringing the commerce of China, across our Continent. Commerce travels on cheap and rapid lines of transit. Railroad fares are regulated by the volume of business done—with the cheaper fares of the future, my prophecies will be more than fulfilled, and two Pacific roads will bring freight and travel to the Atlantic States. In 1850 it cost at average rates, $20 to move a ton of wheat over 100 miles of American railroad; by 1870, the charge had been reduced to $1.25. Who can tell how cheaply chests of tea and cases of silk will be carried across the continent in 1890?

Among the strange contrasts presented by our two coasts, few are more impressive than the coast line. Harbors are numerous along the Atlantic coast. No seaboard State is without one or more good ones. Count them, from Galveston northward and eastward to Portland, Maine, and the number will surprise you. The agricultural and mineral productions of almost every Atlantic State could be floated to the sea, while our long Pacific coast south of Alaska presents but four harbors or fair points for commercial centres, the Bays of San Diego and San Francisco, the Columbia River and Puget Sound, the entrance to which is the Straits of Fuca. The Alleghanies are inland mountains; but the "coast range," as their name indicates, lie along the coast of the Pacific, leaving harbors only where the great waters have forced their way through the rocks.

Owing, as I have said, to the prevalent courses of the winds, the commerce of China and Japan must near our coast north of the Bay of San Francisco, north even of the mouth of the Columbia, and at a point near to the Straits of Fuca. While, therefore, the commerce of the Pacific must be to some extent shared by San Diego, San Francisco, Portland, and Astoria, a city yet to arise on Puget Sound will be the great centre of trade, which, with the settlement of Oregon, Washington, and the belt of country through which this road will run, must increase with marvellous rapidity and to a now inconceivable extent.

### The Pacific Coast and Puget Sound.

There is but little waste land in Oregon and Washington Territory. Oregon embraces 60,975,360 acres, and its population in 1870 was but 90,923. Washington Territory contains 112,730,549 acres, and the census-takers found but 23,955 civilized people dwelling upon them. This State and Territory are among the most fertile and productive sections of our country. The wheat of Oregon and Washington, as you may ascertain by consulting the commercial papers of San Francisco, commands, in the markets of that city, ten cents per bushel more than the wheat of California, and the oats from this section are worth fifteen cents per cental more than the best growth of California oats. As we get the wheat of the entire Pacific slope through California, we know it only as California wheat; but in that market the difference I have indicated is constantly maintained by reason of the superiority of the more northern grain.

Judge Kelley here referred to the beauty and commercial capacity of Puget Sound, the extent of the forests and the dimensions of the forest trees in that locality, remarking that his auditors who had not seen them would scarcely believe that the firs, and a large variety of other trees found in those forests, range from 250 to nearly 350 feet in height, and measure from 8 to 11 feet in diameter, and that saw mills upon the coast of Puget Sound will this year ship largely over 200,000,000 feet of superior lumber to San Francisco, Callao, Valparaiso, the Sandwich Islands, Australia and China. These forests, an inexhaustible store of wealth in themselves, are underlaid by rich deposits of coal, iron, gold and silver. Even San Francisco and her lines of ocean steamers are now supplied with coal from Puget Sound, 25,000 tons having been shipped there last year. After referring to the genial climate of the country, and its almost infinite variety of fruitage, the speaker continued:

### Rapid Development.

Do you ask me, as others have done, why it is that, with this genial climate, and these stores of wealth, waiting to respond generously to the demands of man, the population does not equal one man, woman, or child, to each square mile? If you do, my answer is ready. It is because the people and Government of the United States did not promptly respond to the suggestion of Asa Whitney, and either by the means proposed by him, or those they should select, connect our Pacific Territory with the great Lakes and seaboard by a railway. Had that been done, had the way thither been then opened to emigrants, Washington Territory would long since have been divided into two more States, California and Oregon would be great commercial rivals, and the population of our Pacific States would equal that of New England.

Do you ask me whence the population would have come? By the construction of the road the climate and resources of the intervening country would have been disclosed long years ago, and the sheep-growers of the States from Vermont to Iowa would long since have transferred their flocks to the Asiatic and Australian fields that slope the Rocky Mountains. The hardy lumbermen from the forests of New England, Northern Pennsylvania, and Michigan, would have found their way to these richer forests in a more genial climate.

Where will the people come from to make this wealth available, to build cities at the points along this road at which railroad and river traffic shall intersect, to raise provisions for the mining camps, and to build up commerce on Puget Sound and the Columbia River? What American, whose memory is good for a quarter of a century, asks this question? Since we discussed the propriety of building the Pennsylvania Railroad, and Asa Whitney urged the construction of the Northern Pacific Road (and it is but a quarter of a century), the population of the old States of the North has doubled; that of Wisconsin and Iowa has swollen from about 10,000 each to their now powerful citizenship; and those who constitute the people of Texas, California, Minnesota, Oregon, and the Territories, have gone out from the old hive or come to us from foreign lands. To reach the golden lands of the Pacific coast has been a matter of too much time and expense for the poor man, and too full of trials for families. The fact that in spite of these difficulties, so many intelligent people have found their way thither is a testimonial to the wonderful attractions of the country, and the immense rewards it offers to the industry or enterprise of the immigrant. Build this road, open these lands to the poor but enterprising people of the Eastern States and Europe, and population will flow into them so rapidly that they who shall a few years hence hear the story of the doubts of the past about the Northern Pacific Railroad will experience wonder similar to that we feel at the want of forecast that characterised the people of Pennsylvania 25 years ago, when they shrank from embarking so small a percentage of their capital in building the Pennsylvania Central; and in a few years the trunk line of this great Northwestern thoroughfare will carry the trade of innumerable lateral branches, penetrating not only our own valleys but those of the British Colonies to the north, whose people will thus be made tributary to us forever, or induced to unite their destinies with ours under a common flag and constitution. This is not declamation or prophesy. It is the announcement of conclusions deduced by logic from an ample store of facts.*

But I have detained you too long, and must close. Not, however, until I shall have reminded you that the grades and snows of the Alleghanies have not interfered with the prosperity of the Pennsylvania Railroad Company, which is the most powerful corporation in the country, and which, with the forecast and energy which characterise its officers, already controls continuous lines of rail to St. Paul and Duluth. But, familiar as you are with the resources of our city and State, and the advanced condition of our industries, I leave you to estimate the impulse that will be given to every interest and industry of the people of the Eastern and Middle States by the early completion of the Northern Pacific Railroad.

* A late number of the St. Paul *Pioneer*, speaking of the tide of population already pouring to the line of the Northern Pacific Railroad, says:—

"The roads leading to the Red River Valley are literally covered with emigrant wagons, with their usual accompaniments of families, furniture, and stock of all kinds. The wagon roads from Sauk Centre to St. Peter show daily accessions to the vast caravan wending its way to the fertile regions of Northern Minnesota. The extent of the great incoming tide of humanity can be best estimated on the main road between Alexandria and Pomme de Terre. Two hundred wagons per day pass over this portion of the route northwest, and the camp-fires are seldom allowed to go out—a fresh train of emigrants arrives almost as soon as its predecessor has resumed its march. A noticeable feature of this year's emigration is its quality—the wagons come loaded with household goods and farming implements, and are followed by herds of cattle and other stock which in quality would do credit to any country."

## *Climate and Resources of Montana.*

BY B. F. POTTS,

GOVERNOR OF MONTANA TERRITORY.

Midway across the continent, between the Great Lakes and the Pacific Ocean—in the heart of that New Northwest, the extent, character and resources of which the people are at last beginning to appreciate—embracing within its boundaries four parallels of latitude and no less than twelve degrees of longitude, lies the great Territory of Montana. The superficial area of this territory is extensive enough to make three states as large as New York, the Empire State of the East; and, as I have stated elsewhere, I believe it to be the richest region in agricultural and mineral resources on the entire American continent. There are at least fifty thousand square miles of tillable land within its limits; and this land, under a cheap and simple process of irrigation, is of unsurpassed fertility, yielding in the greatest abundance all varieties of the cereals. I have seen samples of wheat which yielded eight bushels to the acre, and the average yield throughout the Territory, even with the very imperfect methods of cultivation which are in vogue here, is from forty to sixty-five bushels. This exceeds the yield of the famous wheat-fields of Minnesota, and is about four times as great as the average wheat crop of Ohio. Rye, oats and barley produce enormously, and the yield of vegetables is simply without a parallel in the history of horticulture in America. The common yield of potatoes, for instance, is 400 bushels per acre.

Lands for grazing purposes, too, are of vast extent and of the best quality. Grasses as nutritious as sheaf-oats cover the hills and valleys and extend far up the mountain sides, affording pasturage for numberless herds of cattle and sheep during the entire year. The cattle alone now to be found in the Territory number at least sixty thousand head, and so abundant are these grasses, and so mild is our climate, that no grain or hay is fed to them at all—they take care of themselves and keep fat all winter. Our meat markets are supplied with beef taken from among the different herds at all seasons of the year, and it is found to be of the fattest and sweetest, making delicious food, superior generally in quality and flavor to the grain-fed stock of the States. Certainly no country can surpass this for grazing purposes; and there is none where, in the future, when the Northern Pacific Railroad has reached us, such fortunes are to be made in the business of raising stock for the market.

Of the mineral wealth of Montana all the world has heard. It has been called "the silver spoon" which was in the nation's mouth when it was born; but, besides the silver, not less than twelve million dollars' worth of gold-dust was taken from the mines last season, and iron, copper, coal and other minerals exist in exhaustless abundance.

I suppose, however, that the thing about our New Northwest which has most surprised the public is the genial character of its climate. Radically different as it may seem from the prevalent idea regarding it, it is nevertheless true that the climate of Montana, as a whole, is milder than that of New York, while the purity and dryness of the atmosphere make the variations of temperature far less noticeable. The old theory that the further north we go the more severe the climate becomes is now generally exploded. It is understood, at last, that isothermal divisions, except in their larger aspects, are entirely independent of degrees of latitude; and the various explorers and topographers who have been sent out here by the Government have shown by instrumental tests that the temperature of Walla Walla, on the 46th degree of latitude, is the same as that of Washington City, on the 38th; that of Clark's Fork, in Montana, on the 48th, the same as that of St. Joseph, Missouri, on the 41st; and that of the Bitter Root Valley, Missoula County, Montana, on the 46th, the same as that of Philadelphia, on the 41st.

The winters in this section are generally open and pleasant, as may be inferred from the fact of the cattle grazing without shelter all winter. The valleys are hardly ever covered with snow, and it is rare that the roads are not dry and passable for ten months in the year. On the mountains, of course, as in mountainous regions usually, winter sometimes pinches hard, and snow falls to a considerable depths; but even these are not the least attractive features of the territory. The elevation of the mountains, valleys, and plains of Montana above the level of the sea is from 2,000 to 4,000 feet less than that of Wyoming and Utah. This fact alone goes far to explain the milder climate and vastly greater productiveness of Montana.

How this great wealth, agricultural and mineral, is to be utilized and made to contribute its due share to the nation's commercial prosperity is a question not less important to the people at large than to the inhabitants of Montana itself; and in considering it I am brought to that great enterprise, the Northern Pacific Railroad, now building from east to west across our entire territory. This road will traverse our richest valleys, and furnish an outlet for the immense future surplus productions of the Territory. All that has heretofore been written about the superior land-grant of the Northern Pacific Railroad in Montana scarcely gives an adequate conception of the extent and true value of the grant. The company will receive twenty-five thousand six hundred acres of our best agricultural and grazing lands for every mile of road that is built—lands which not only possess all the advantages which I have mentioned, but are within easy reach of timber, and abound in fine building-stone of almost every variety and inexhaustible in quantity. I have no doubt that these lands will not only cancel the entire cost of building the railroad, but will leave a large surplus to the company.

The Northern Pacific Railroad is of immense importance to Montana. It will enable our stock raisers to compete on favorable terms with those of Illinois and other states in the markets of the Eastern cities. A new impetus will be given to all our industries. Our mines will be developed, new ones will be opened, and those that produced twelve million dollars in gold last season will far exceed that sum annually. Our population will rapidly increase; the sixty-two cities and towns we now have will be doubled in number and quadrupled in size; and the public lands, now unoccupied, will be cultivated by actual settlers. Other prosperous states will spring up around us; and before we enter upon another century this great Northwest, now lying broad and inviting before the settler, will be contributing its rightful share toward the wealth, commerce, and general prosperity of the nation.

The enterprise which is opening this New Northwest is truly a great national work, and well deserves, the encouragement, co-operation and support alike of all who as Americans feel an interest in the country's progress, or who as capitalists desire a liberal return upon investment.

## *Nervous Men.*

A nervous man is, with many, a frequent subject of derision; yet there is perhaps in this world hardly a creature deserving of more pity than a nervous man. The irrelevancy of his conduct is melancholy. His is that keenest misfortune of human life—the conscientiousness of many mistakes without the power of rectifying them. In his mind there is an enduring sense of his own inefficacy. He presents the mournful spectacle of a human being whose judgment is fettered, as it were, by a network of highly-wrought nerves. Wanting intellectual control, his legs, arms, and tongue are perpetually leading him into some kind of embarrassment. If he comes into a room, ten chances to one that he falls over a mat in the very act of giving his name to the servant; or he will enter with such nervous rapidity as to make him at once the Eynthea of the minute—provoking witticisms from wags, titters from girls, and sympathy from nervous people like himself. He cannot hand a glass of wine or a cup of tea without upsetting it. He converses in jerks, now with an incoherent volubility, now with a slowness that makes the intervening pauses embarrassing to the listener. The spectacle of a nervous man dancing is a study which no lover of observation would willingly forego. Watch him in a quadrille: his hands, if they are not forcing each other's gloves yet further down upon the fingers, are wandering furtively about his person, like the dove of Noah that could not find a resting-place. He receives the most harmless question from his partner with an air of dubiousness, as if he thought to discern within it the lurking element of some facetious irony at the expense of his nerves. Then comes the quick, abrupt answer, the general jerk of legs, arm, and head, the rapid question, and perhaps a sense of overwhelming confusion because in his nervousness he has neglected to commence the figure which some vis-a-vis has called upon him to begin. If there be a purgatory for nervous men, we should pronounce it to be a square dance. A waltz is bad enough, but the exertion warms him up to the enjoyment. There is a reassuring sense in his mind of his being unnoticed amidst the whirling throng. Could you only contrive, however, to whisper to one of these nervous waltzers that he is being watched, you would then witness a sight which, if you are malicious, you would probably enjoy. He will be almost certain to fall—to trip over the trailing skirt of some sweeping dancer, and bring himself and perhaps others with a crash and a cry to the ground. This sphere, however, of the nervous man's operations is very limited, and can only be indicated as the source of some enjoyment to the malicious spectator.

Nervousness is by no means incompatible with gentlemanly conduct. True, it will almost invariably mar the effect of politeness—lending to the actions of a man a character that will seem to savor much of what may be called an inoffensive *gaucherie*. But it is very hard to laugh at a nervous gentleman. It is pitiable to witness the well-bred undertone that seems struggling for a refined expression through the complicate and embarrassing movements of great nervousness. Here is visible all the consciousness of right, of propriety, of the charms of a polished amiability, and the necessity of a plain and manly courtesy. Yet each movement of a nervous man falsely interprets the dictates of his disposition and nature. The melancholy sense of always inviting the scrutiny which he would give his right hand to elude, is ever upon him, rendering more treacherous those promptings which could only be rightfully suggestive in the complete absence of every species of timidity.

We suppose there is hardly a situation in this drama of existence in which nervous men do not find themselves confronted by some unlooked-for embarrassment. If you want to make such a man thoroughly miserable, call upon him to admire the baby in its mother's arms. Does he tell you he thinks it a sweet little creature? Be sure that there is upon his face as he utters his criticism an expression such as you might expect to see upon the face of a boy who should have been ordered by a ghost or some other terrible apparition to call it pretty. Leave him alone with this baby, and all his love of children will confess itself perhaps in the most emphatic manner. But whilst the mother is watching him, this love is driven out of his eyes and transformed into a sense of profound discomfort. He abruptly expresses the true conventional sentiments of admiration, and retires mortified with the consciousness of having once more made a fool of himself. So, when called upon to respond to a toast. His pallor is distressing. He rises with a kind of sideways movement, with a view, perhaps, to show as little of himself as possible to those who are seated opposite. There is no indignation or irritability in the glances which he throws at the person to whom he may be indebted for his embarrassing situation. His eyes are vacant of all sense but that of the sense of confusion. If he is prepared to speak, having been forewarned that he will be called upon to do so, it is possible that he may get along with a sufficient nervous dexterity for some time. But let only a cry be raised, let there happen but the most trivial interruption—he is done. He will start, will pause, will lose the thread of his thoughts, sustained only by concentration of memory, grow incoherent, and seat himself amidst applause which he is torturingly conscious of being ironical.

Matthew Brown, in a volume of essays recently published, makes a very good defence for the nerves, and to people afflicted with this doleful complaint we recommend its perusal. Scattered throughout the works of Charles Lamb, too, will be found many solacing assurances upon the same subject. If we were physiologists, we might venture to construct a theory which should, at all events, prove to nervous men that theirs is a complaint that engages the attention of others besides themselves. Knowing nothing of that science, however, we must rain content ourselves with the few observations we have here set down.—*Liverpool Leader.*

## *IMMIGRANTS IN AMERICA.*

FROM THE TRIBUNE.

Mr. Edward Young, Chief of the Bureau of Statistics in the Treasury Department at Washington, has prepared a special report on Immigration, which is just issued from the Government Printing Office. It embraces very full information for immigrants relative to wages, cost of living, and the kind of labor in demand in different parts of the Union, collected with great care through the agency of the Internal Revenue Department, and systematically arranged so as to afford the immigrant a trustworthy guide in the selection of his future home. The value of such an official hand-book can hardly be over estimated. State agents have published, for circulation in Europe, more or less highly colored descriptions of the localities in which they were specially interested; but we have never before had an authoritative and impartial statement from the General Government of facts which every laborer who comes to this country ought to know. It will not only benefit the immigrant, by showing him where he can settle with the best chance of success, but it will benefit the whole country by directing to each section the particular kind of labor which it most needs. There are some interesting facts in the general statistics of immigration which accompany the report. It appears that the whole number of aliens added to our population since the formation of the Government is about 7,800,000, and of these about 5,000,000 were living in the country on the first of last June. During the year ending December 31, 1870, the number of immigrants was 378,780, against 395,922 in 1869. The decrease is accounted for by the Franco-Prussian war, the immigration from Germany being diminished by that cause about 28,000. More than half the immigrants are British subjects, and about one-third are Germans. The influx from Germany has for some time exceeded that from Ireland. During the last ten years for instance, the annual immigration has been as follows: German, 83,000; Irish, 77,000; English, 21,000; British American, 16,000; Scandinavian, 13,000; Scotch, 3,700. How rapidly the German element is gaining upon the Irish is shown by the returns for the three years immediately preceding the war of 1870, during which the annual arrival of Germans averaged as high as 128,000, against 82,000 Irish. Even in 1870 we received 97,000 Germans, and only 75,000 Irish. Since 1820 the whole number of Irish immigrants has been 2,700,000, and of Germans 2,300,000.


## *INVESTMENT SECURITIES.*

JAY COOKE & Co. are now selling, and recommend as a profitable and safe investment for all classes, the First Mortgage *7-30* Gold Bonds of the Northern Pacific Railroad Company. They have 30 years to run, bear Seven and Three-Tenths per cent. gold interest (more than *8* per cent. currency), and are secured by first and only mortgage on the ENTIRE ROAD AND ITS EQUIPMENTS, and also, as fast as the Road is completed, on 23,000 Acres of Land to every mile of track, or 500 acres for each $1,000 Bond. They are exempt from U. S. tax; principal and interest are payable in gold. Denominations: Coupons, $100 to $1,000; Registered, $100 to $10,000.

Northern Pacific 7-30's are at all times receivable, at TEN PER CENT. ABOVE PAR, in exchange for the Company's lands, at their lowest cash price.

The proceeds of all sales of lands are required to be devoted to the repurchase and cancellation of the First Mortgage Bonds of the Company. The Land Grant of the Road exceeds Fifty Million Acres in the most fertile portion of the Northwest, and the demand for the Company's lands for settlement already exceeds the ability of the Government to complete the surveys. This immense Sinking Fund will undoubtedly cancel the principal of the Company's bonded debt before it falls due.

Holders of U. S. Five-Twenties, who wish to convert them into a first-class railroad security, can do so at a present profit of about 12 per cent., while increasing their interest income nearly one-fourth, by exchanging them for Northern Pacific 7-30's.

All marketable stocks and bonds will be received in exchange, free of express charges, at their highest current price. Full information, maps, pamphlets, etc., will be furnished on application to any agent for the Loan, or to JAY COOKE & Co., New York, Philadelphia, or Washington.